GRAND PRIX INTERNATIONAL

SPECIAL LE MANS

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PESCAROLO

Winner tells all...

FORMULA 1

Welcome back, Nelson

N° 83 - JUNE 21, 1984 • GREAT BRITAIN £ 2.95 - CANADA $ 7 - U.S.A. $ 6 - GERMANY DM 7.20

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Gioielli. Forme infinitamente perfette.

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Y. Arthus-Bertrand, DPPI

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Keith Botsford in the jungle... of Monaco, where he spends many an interesting hour observing the local fauna. And not without drawing a few conclusions of his own about it all.

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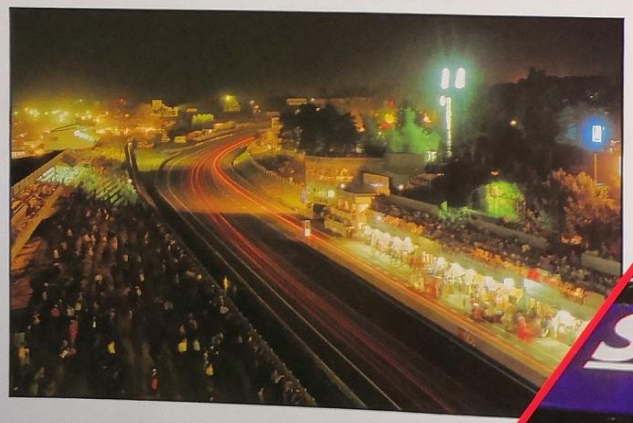
PADDOCKS

A fortnight's motor racing news, including the troubles plaguing Jacky Ickx and a new bit of evidence for those who have been predicting Porsche's retirement from Group C next year.



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LE MANS 24 HOURS

The race of the year in Endurance was well worth a 54 page spread; this was no time to be mean. In a championship which is rarely thrilling, Le Mans has a life all its own. A mystique, even.

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THIRD DEGREE

Jean-Marie Balestre is an ideal candidate for this column which asks difficult questions and expects straightforward answers. A controversial man and one who doesn't back away from the front lines.

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CANADIAN GRAND PRIX

F1 has gone across the Atlantic for a month-long North American tour. First stop: Montreal and the Gilles Villeneuve circuit.

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HENRI PESCAROLO

Portrait of a slightly different driver, for whom driving, like living, is an art. Rarely seen on the circuits these last years, he's put aside his ULM and parked his tractor to get back behind the wheel of a Joest Porsche.

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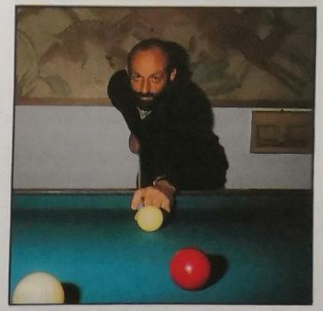
IMSA: CHARLOTTE AND LIME ROCK

No resemblance to the Le Mans 24 Hours, or even to Daytona, these IMSA races sometimes look like sprints. Like the Charlotte 500 km, or even better, the "Lime Rock One Hour". That's right, one hour...



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POST SCRIPTUM

Books and letters, and our reviews of and answers to them. Motor racing gets the ink flowing.

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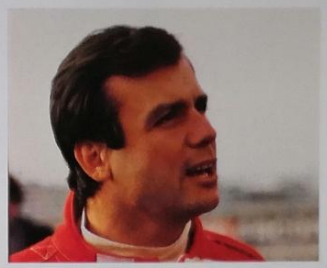
COMING UP IN GPI...

Graffiti



Keith Botsford

Rum place, Monaco, when you come to think about it. A sort of super hostel for the super-rich, along with a bunch of menials who are smart enough to live elsewhere. Most of those who make it to Monte (apart from the likes of Alboreto or Sheckter) are old enough to cause just getting around its steep hills and endless stairs to be a risk of heart attack. Once there, the flossy apartments they have bought (complete with views of their yachts) are soon surrounded by other newer, taller, flossier apartments. The only green they have is in front of the Casino and the dollars they find in their pockets. To walk their dogs is an ordeal, to drive their cars impossible, to shop unprofitable. In fact, the only benefit they have is to consider how much money they're not paying to their respective governments: without thinking how much it costs them not to be paying taxes.

It all reminds me sometimes of Mrs Alingsby in a novel of E.H. Benson. Mrs Alingsby, wrote Benson, *"was tall, weird and intense, dressed rather like a bird-of-paradise that had been out in a high gale."* Rather like the rain-soaked Monegasques we watched on race-day, eh? *"She had collected,"* Benson continued, *"a group of interesting outlaws, of whom the men looked like women, and the women like nothing at all, and though nobody ever knew what they were talking about* [money? investments? servants?], *they themselves were talked about".*

That is the essence of the Monaco Grand Prix. One is there to swan about and be seen. To this end, a race has been organized. Also yachts hired, caterers summoned from the surrounding provinces, smoked salmon flown in, clothes heaped up, coiffeurs consulted, attendant physicians consulted, harbour-masters bribed and prices doubled. The race is an adjunct.

Late Friday evening, I am walking along the harbour-front in the splendid and brief sunshine and I see a rather well dressed young man walking along the quay with a chic canvas bag slung casually over his shoulder. Every ten yards or so he would stop, find a convenient lamp-post, trash-can or fire-hydrant, reach into his bag, pull out a sticker and apply it to the most conspicuous available surface.

"THOUGH NOBODY KNEW WHAT THEY WERE TALKING ABOUT, THEY THEMSELVES WERE TALKED ABOUT..."

As he was a personable and apparently well-bred young man, I had a vision of his father or perhaps his grandfather sitting by the baronial fireplace and saying, *"Young man, what to you propose to be when you reach manhood? The Army, eh? Make a man of you. Or the law perhaps. Get these foreigners in here: good money in that! A doctor? Lots of rich old ladies about. Eh boy? Speak up!"* Says the young man, *"Thank you for asking, grandfather, but I have determined what I shall be in life later on." "Good show, boy! I like a young man who's decisive. What's it to be? Real estate? Marrying a rich girl? Fancy that would you?" "No,"* answers the boy. *"I thought I'd be a sticker-sticker."*

All I am saying is that our sport has created some odd professions. Besides sticker-stickers, the following are only a few of the professions into which an ambitious young man could, given the right connexions, insinuate himself. In the press, for instance, rather than being a dull press baron like Axel Springer or Rupert Murdoch, why not consider being a pass-refuser, companion to a police dog, or a gangway blocker, a flaunter (job description: to wear your clothes and obstruct the few existing passages), a cocktail-thanker *("Thank you very much but I have six invitations already")*? On the race side of life there are vacant posts as Marlboro-theme-music de-amplifiers, blazer-wearers, officials of distant auto clubs, pseudo-sponsors *"How much would a square inch on the inside of your tyre cost me, Mr. Tyrrell?"*), decal-checkers (to keep out unpaid advertising), television tyros *("Out of the way please, this is Outer Mongolian TV"*: all you have to do is yell that, push the nearest half dozen people out of the way and block everyone's view of Sum Yen Gnat, the famous driver), and even, after the race, as sweepers-up on the tons of accumulated rubbish which, miraculously, by about ten on the Sunday night, has vanished, restoring Monaco to its burnished purity of architecture.

You see, the truth is, they don't *really* want you there, in Monte Carlo. Not unless you belong. At Williams, they were passing the time telling the perfectly apposite story of a certain Nigerian barrister well known at the Bar in London for his cheerfulness and lack of inhibition before the Crown's learned judges. He was the sort of man who would say, cheerfully, *"Milud, before you send my client down into the nick..."* Anyway, it seems that one day Mr. Agboula was appearing in a particularly difficult case. Nearing the middle of his argument, he realized that he was out of his depth. *"Milud,"* says he, *"this case is of the most difficult nature and of intricate complexity, and before I relate to the bench just what a stew-pot of monkeys this is, I wonder if Your Lordship could grant me a short recess, that I may consult with my learned seniors". "Granted,"* answers the learned judge, and Mr. Agboula vanishes in the drafty corridors to get advice. Upstairs he is fortunate enough to meet a senior member of his Chambers, Sir Lionel Snatchit. Sir Lionel is a crusty old member of the bar, florid and not much good at anything but getting rich drunks out of magistrates' courts. Nonetheless, Mr. Agboula is glad to see him.

JOB DESCRIPTION: TO WEAR YOUR CLOTHES AND OBSTRUCT THE FEW EXISTING PASSAGES.

When, after ten minutes, he reappears in court, the learned judge says, *"Yes, Mr. Agboula, have you unravelled the law for my benefit?" "Oh yes, Milud,"* answers the Nigerian barrister, *"It is very intricate and difficult." "Quite so"*, says the judge. *"You were able to consult a learned senior?" "Yes, Milud."*. The Judge grew impatient. *"Yes, Mr. Agboula, and what did your learned Senior tell you ?" "Milud, his words were, 'Sod off, you bloody black!'"*..

Take, for instance, an eminent member of the Elf team who is refusing entrance to the motor-home to an importunate Italian fan, gets in a wrestling match and soon finds herself balancing him on the edge of the slimy harbour water. Is that any way to treat a lady? Or take the international press's Orange and Lemon awards — who's liked (i.e. gives the best lunches) and who's disliked. Orange to Patrick Tambay, yes.

"NO", ANSWERS THE BOY, "I THOUGHT I'D BE A STICKER-STICKER."

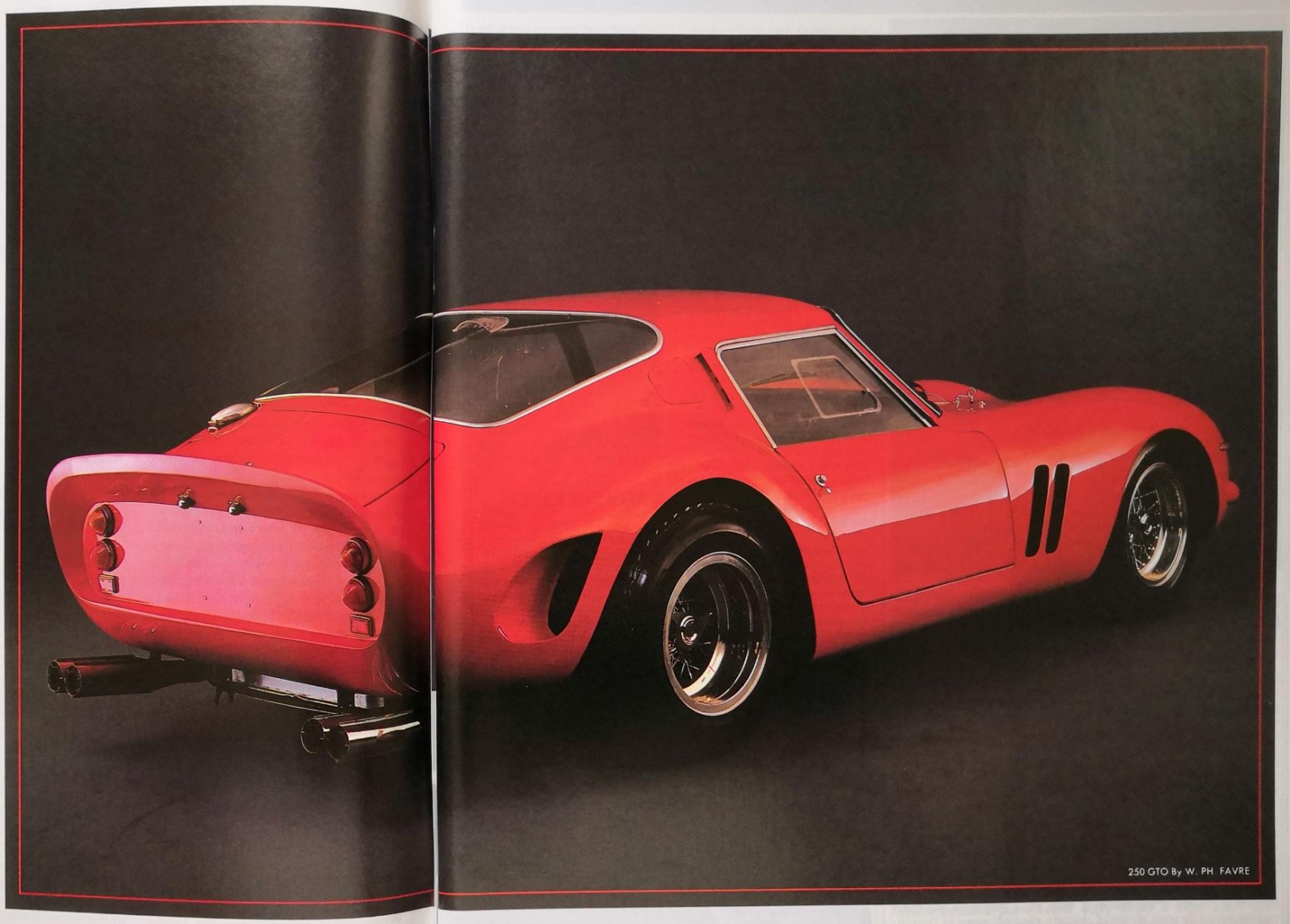
Lemon to Keke Rosberg? After all the effort he's put in into being civil, amenable, sometimes even cordial? Who's the black there? Tambay definitely not. At the hospital after his nasty accident, somewhat euphoric from anaesthesia, he is visited by the Marlboro PR lady. His words, and thank goodness they were not his last, were *"Ah yes, the tennis is still on..."* Even if the reference is to Roland Garros, still in the finest tradition of the stiff upper lip. At the other end of the scale, there are nocturnal adventures of the more frolicsome teams. Last year, connoisseurs of the Monaco scene will remember a cream-cake-throwing session at Rosie's bar. The target this year was the Tip-Top and plans were made well in advance. Two moustachio'd members of the Lotus team decided to do it this year in drag. Arriving at eleven, they stayed until five the following morning. By which point they were, shall we say, mildly intoxicated. They started by going outside and stopping traffic. Thus while, both in full fig, Kenny up front would chat up the driver of passing cars, Clive would slip in back and nestle.

Most people, though not all the French, enjoyed the escapade. Until in the opening hours of the dawn, one of them got it wrong and jumped on the back of a motorbike. At which point his skirt split from seam to seam, revealing perhaps more than Kenny intended or the law approved. The motorcyclist was among the unamused. He drove up the street, stopped, tossed Kenny off and finished the ultimate indignities to his nether garments.

So, as we sail away from picturesque Monaco, consider *la vie chez Lotus* where their tyre man, who doubles as an airline steward, greets the dawn with hands on hips, his wig askew and lipstick streaked, saying. *"Ooh, my skirt!"* in a high treble. *"Officer!"* Six cops did come and kept his virtue safe for a half hour. Not much else was safe, but at least his airline president, who was in Monaco, didn't witness the scene.

I close on a Canadian note, to remind us whither we are bent. Note, not *how*, but whither. Were you aware that there are scores of Gilles Villeneuve clubs in Italy and a house museum containing literally thousands of Gilles pictures (Gilles with shoulder-length hair) and such memorabilia as his driving gloves and cocktail napkins? Well, it's true. And to their reunions come as many as 20,000, to see Seville, his Dad, and Mum, and be blessed from the drivers' papal balcony, to answer questions of the minutest sort. The head of this fabulous empire, says my colleague Braillon, who visited him in Maranello, is a man of great charm, an old friend of Gilles and of Ferrari's (the two sorts of clubs work hand-in-glove — *and* pay quite nice subscriptions, thank-you-very-much), called Giorgio Giovetti. Braillon says Giovetti is sure Gilles is still with us. Commercially, he is, Milud.

IT'S STILL POSSIBLE TO BUY A FERRARI 250 GTO



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You probably know that the forty or so original GTOs are practically worth their weight in gold. Here in Switzerland, we build GTO's on a modified Ferrari 250 GTE 2+2 chassis. They are absolutely identical to the cars manufactured by the Ferrari factory in the sixties. We have spent hundreds of hours copying the most minute details from the original parts. These cars have nothing in common with the replicas on the market which use the GTO image to command an unmerited high price. The chassis, the engine, the aluminium bodywork, the suspension, the wheels, down to the last detail they are within a few centimetres exactly the same as the original GTOs. We often use original parts. These cars can be custom-finished to your specifications (choice of interior finish, seat location, etc.) One could even go so far as to say that the finished product we turn out is just a little superior to the original one.
Each one has a Ferrari 250 GT registration. They are registered in Switzerland and in France but can be exported world-wide.

JPS Lotus

F1 LOTUS-TOYOTA MAY BE READY SOON

Sources in Japan suggest that the long-rumoured F1 Toyota turbo engine may be made available for Grand Prix racing very soon, possibly for the beginning of 1985. The JPS-Lotus team will be given first option on the Japanese engine.

The decision on whether next year's Lotuses should be Toyota-powered will be a difficult one for team manager Peter Warr to make. As anyone who saw Nigel Mansell leading the field at Monaco will know, the British chassis are potential race winners with their present Renault V6s, and a switch of engine manufacturer at the end of this season could postpone the team's hopes of returning to race-winning form.

But the advantage of the Toyota engines, unlike the Renaults, is that they would be free of charge. The cost saving would be desirable if, as has been rumoured, sponsor John Player withdraws its support at the end of the season. Since Players returned to Lotus as its major sponsor in mid-1981, with high expectations of success, the team has won only one GP (Austria, with de Angelis, in 1982).

The death of Lotus founder Colin Chapman at the end of 1982 has left the team without an obvious figurehead. The Lotus Group (of which Team Lotus is not a part) has since been rescued by cash injections from British business and from Toyota. And the Japanese, whose road cars are already benefiting from Lotus technology, are now willing to collaborate on a racing programme.

NISSAN FOR FORMULA 1

From everything we've heard, the Japanese manufacturer Nissan has a 1500cc turbo engine in the works and is sufficiently advanced with the project to be able to bring it to Formula 1 as early as 1985 or 1986. The industrial giant, whose cars were for a long time marketed under the trade name of Datsun, is already actively involved in the World Rally Championship. Along with rivals Toyota and Mitsubishi, however, it is wary of attracting the sort of reverse publicity Honda has made for itself in Japan since it entered Formula 1 with Williams. Honda, in fact, is a much smaller manufacturer than Nissan on the basis of actual cars sold.

Among the teams interested in the future Japanese engine one could probably count Brabham, Bernie Ecclestone having recently made a trip to the land of the rising sun. That possibility has done nothing to quell rumours afoot which would have it that, in 1985, Brabhams would be powered by Ford Cosworth turbo engines. Ecclestone's team has more surprises in store: there was also talk suggesting that Pirelli has firmly made up its mind to equip Brebhams as of next season, Pirelli wanting the chance to work with a top team. With the relative exception of Lotus, this hasn't been the case since the Italian tyre manufacturer returned to the Grand Prix scene.

GERMAN STRIKE HITS RACING

The strike of metalworkers in West Germany, already mentioned in Paddocks, is beginning to affect motorsport.

While the Endurance and F1 programmes of Porsche and BMW remain surprisingly unaffected, the first serious casualty is Brian Hart's apparently very British turbo-building business. Although Hart's unusual integral cylinder block/head assemblies are cast in England, one of the processes which they require can only be done in Germany. Result: "ten of my engines are stranded," said Brian last week.

There is already a "famine" of Hart engines, with John Macdonald's RAM team still waiting for four of its ten motors, and the situation has deteriorated due to serious blow-ups at Dijon and Monaco. As recounted elsewhere in this edition, Spirit Racing has already been forced to fall back on Cosworth engines for the current series of GPs in North America.

Also seriously short of engines is the Barclay-Arrows team, which has still only received half of the 16 turbocharged units ordered from BMW at the end of last year.

In theory, Arrows should be fielding two BMW-engined cars for the first time this year at the Dallas GP on July 8. "The trouble is that the chassis still needs a lot of development," says Thierry Boutsen, "but without engines to go testing we can't get to the bottom of our handling problems."

COSWORTH SECURITY

Reports from Northampton say that the new Ford F1 engine is well on the way to completion at the Cosworth headquarters. Predictions are that the first unit will be ready for testing in the late autumn - possibly in a new Tyrrell chassis. It could be sooner than that. Security at Cosworth is tight. Very tight. Behind carefully guarded doors there are new faces at new drawing boards and one of these young engineers has apparently made a sensational discover in the camshaft department. There are whispers of a breakthrough in F1 engine performance. The said engineer came from the motor cycle racing world so some high revs could be in store.

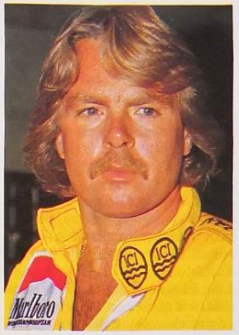
WATCH THE BADGES

There are always at least three Warwicks at every Grand Prix. Driver Derek of course and not far away his loyal supporters Stan and Derri. Uncle and Father. The two men look very alike - so much so that Renault personnel have become confused on several occasions. Mischievous mates of Derek - never known to miss a joke - have made badges marked Stan and Derri. One for Uncle one for Father. Warwick humour is legend as any Toleman person will tell you and people are already waiting for the badge-swapping joke. Trouble is the French don't always like an English trick. Confusion, we feel, will continue to reign.

LESS THAN EXPECTED

Sympathetic souls at Williams assured us at Monaco that the team's fortunes might soon be on the mend: a new version of the FW09 was being readied back in Didcot. It would not be a new car but it would assuredly help to overcome the persistent problems which have afflicted the Williams all season. Readers will remember that, despite the best efforts of Messrs. Rosberg and Laffite, the Williams has not been truly competitive, and a recent Paddock will have informed you too, that all has not been well between engineer Patrick Head and Frank Williams. Well, the modified FW09 is present in Montreal - the rear of the car now looks more like the triumphant McLaren's Coca Cola bottle shape and there are entirely new rear suspensions - but the results are not likely to be very encouraging. Word is that testing at Brands Hatch showed the car to be very similar in performance to the old car, if not in some respects inferior. Frank Williams is quoted as having said that, to be in the running again, the team "will have to wait for next season".

Obviously, this is not good news to former world champion Keke Rosberg, who had expected better things. It would be understandable in the circumstances - it is the sort of trough that every team goes through once in a while - if Rosberg, whose contract outruns the present season, were to look elsewhere for a drive. Attention is currently focused on McLaren.



Keke Rosberg

FUEL IN THE FRIDGE

Grand Prix privateer David Purley has long since retired from the fray. But his family business and one-time sponsors LEC Refrigeration are very much back in the sport. It was Peter Gethin's idea. Wondering how to freeze the Toleman fuel Gethin remembered the refrigeration factory next door to the Onyx F2 team workshops where he worked last season. A call to LEC Personnel Director D. Purley did the trick. A matter of days later the fuel fridge was installed in the Toleman truck and David had once again done his bit for Britain. Other Formula One teams have since installed the freezing equipment made in Bognor Regis. Meanwhile Purley talks longingly of a return to racing and a Thundersports drive is rumoured. His new wife Gail is said to be unimpressed.

GAME OF TAG

Normally reliable sources insist that the McLarens will be powered by Ford next season and that Ford will ask John Barnard to design a car for Le Mans. It is known that Ford's top brass in Detroit are keen to get back to the Sarthe and it's thought McLaren could be asked to build a successor to the fabulous GT40. Certainly Ford are keen to win in Formula One and McLaren are much in favour. Meanwhile there are strong rumours that the TAG-Porsche engine will be used by Lotus next year despite the team's contract with Renault.

Ford GT 40: a legend at Le Mans.

MISTAKES IN THE RAIN

It was too soon to discuss Monaco at Monaco. The confusion was complete. Arnoux sat in his car waiting for a restart and had to be hauled out. No one knew what had happened. A red flag and a chequered flag at the same time? It doesn't exist in the rule books.

Now we can discuss Monaco with a little clearer vision.

The points to discuss are three: whether it was right to stop the race; whether it was right to stop it when it was stopped; and whether it was right not to have a re-start — which is what the red flag demands.

Discuss that and you enter the domain of the Clerk of the Course, Jackie Ickx, himself no mean wet-weather driver. He was not supposed to be clerk, but political considerations made him the man who had to take the hard decision.

The Brazilian Federation has protested, saying the rain was no worse at the time the race was stopped than when it began. But ten minutes before it was stopped, it was appalling. That it should have been stopped, the drivers unanimously agree. But that it should have been stopped when it was, with Prost losing ground fast to Senna and Bellof? That is less certain.

What is certain is that the re-start procedure, which calls for consultation among the circuit officials before deciding, should have been introduced.

That it was not, lies in the competence of FISA. It will meet in July and we would expect a heavy fine to be levied against the circuit. Quite rightly. We would like to see a heavy fine for other reasons, too: for poor organization, rotten facilities and ordinary arrogance.

As for the conspiratorial theory that Ickx, a contract Porsche driver, would favour a TAG/Porsche-powered car, that's the sort of argument that only inflames those journalists whose livings depend on scandal. The fact is that stopping a race, and when to stop it, is always an agonizing decision. Rather too soon, we think, than too late.

The trouble with what happened at Monaco is that incompetence combined with indecision caused a decision to be taken at a time and in a way when justice was not seen to be done. Five laps earlier, no argument. Two laps later, Prost doesn't win. The fault, however, is Monaco's, not Ickx's. FISA must see to it that the rules are strictly obeyed. Not to do so devalues the race, the sport and the spectacle. It also raises questions that need not have been raised.

TOPS

Michelin were much embarrassed by their post-Monaco press release which claimed a 1-2-3 victory for their racing rubber. The error was put right in yet another release which forced Michelin to include the word Goodyear in the text. That's right - Stefan Bellof's Tyrrell splashed through the puddles to a fine third place on four tyres made by Michelin's arch rivals. No need to rub it in by printing that word again.

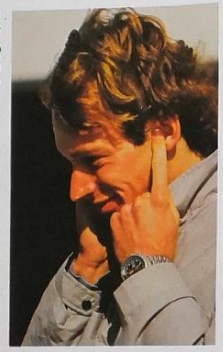
Ken Tyrrell came to Brands for the annoucement of a new Ford racing series based on the Pinto engine. The junior turbo series is the brainchild of Brands Hatch supremo John Webb, and is aimed at the Formula Three market. Soon even the beginners may talk of throttle lag.

Irish driver Derek Daly, who left Europe to try his hand at Indy car racing when he was fired from the Williams F1 team at the end of 1982, is once again without a drive. He and Gary Bettenhausen, his team mate on the Provimi Veal team, are awaiting the results of a major reorganisation following the Indy '500', in which their cars were clearly not up to the standard of rival Cosworth-powered Marches.

Why didn't Niki Lauda even attempt to re-start his stalled TAG/Porsche engine after he had spun his otherwise healthy McLaren in Casino Square during the Monaco GP? The answer is that although his car is fitted with an air starter, it doesn't yet have the planned carbon-fibre bottle designed to contain the necessary compressed air. "And I refuse to fit one of those heavy metal bottles", says the car's perfectionist designer, John Barnard.

While F1 cars splashed through the streets of Monaco, Finnish rallyman Henri Toivonen was enjoying his long awaited first race behind the wheel of a Rothmans Porsche 956. The occasion was a "clubbie" at Henri's home circuit of Hameenlinna, where he had no difficulty in seeing off the rather thin local opposition, despite an unscheduled pit stop to check the air in a front tyre.

The first few summer breezes also bring the first rumours of transfers. The one talked about at Montreal concerned Ayrton Senna, whose near victory at the Monaco Grand Prix will not be quickly forgotten. Some already see the Toleman driver in the ranks of the Scuderia Ferrari in 1985. The young Brazilian driver is conveniently fluent in Italian already.



Stefan Bellof

PORSCHE TO GO?

Word had been around for some time, and now it's happened: Stefan Bellof has signed on with Walter Brun in Group C for the 1984 and 1985 seasons. As far as this year is concerned, nothing changes for Bellof as he will be participating in the German championship races (including the well-known Norisring) as well as the two races which only score points for the European Endurance driver's championship: Brands Hatch and Imola. The official Porsche team is not meant to be competing in those races.

On the other hand, the fact that Bellof will be driving next year for Brun Motorsport adds fuel to the fire of those who have been predicting there will be no works 956s in 1985. It's hard to imagine a scenario in which Stuttgart lets its favourite driver defect without putting up a fuss, or for that matter Bellof leaving a works Porsche to drive a private Porsche... Walter Brun could enter two 956s next year in the world championship, driven by Bellof and Stuck. A fabulous team if ever there was one.

MICHELE MOUTON'S PICKS

There are too many races on the world rally championship's calendar: it is only by eliminating some that more constructors will agree to participate in more races, thus giving rallying the sort of credibility enjoyed by Formula One Grand Prix events. But how does one go about reducing the number of fixtures on a calendar when applications keep pouring in, often from very competent potential race organisers full of good will? We are still very far from the ideal of eight major rallies which some are clamouring for, which would make up a world championship for both makes and drivers. Just for the fun of it, we asked Michèle Mouton what the eight rallies would be she would like to see in such a championship. Selecting them wasn't easy and in any case the result is only a reflection of the French driver's preferences, but we thought it amusing to tell you what the outcome was.

Thus, Michèle would keep: The Tour de Corse (which is in danger of being dropped), The Swedish Rally, the 1000 Lakes Rally, The Safari, the Monte-Carlo, The New Zealand Rally, the R.A.C. and the Portugal Rally. Regarding her last choice, it was tied with either the Acropolis or the San Remo Rallies in her mind. The Argentinian Rally and that of the Ivory Coast would not be missed terribly were they to disappear altogether, and several other drivers voiced the same opinion.

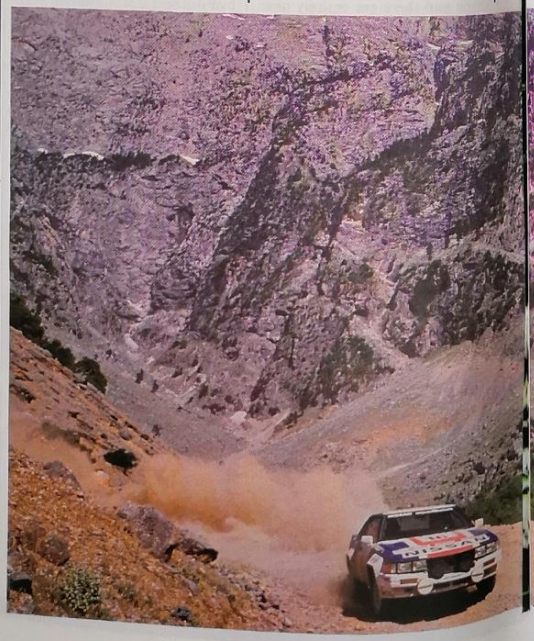
F2 IS DEAD, LONG LIVE F3000

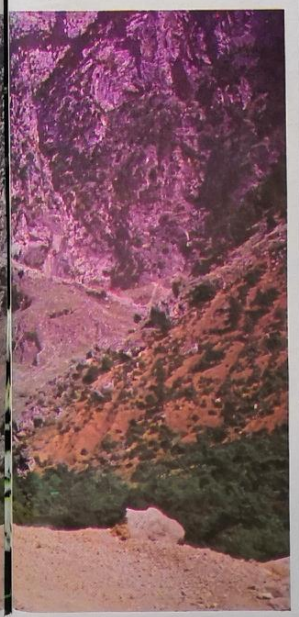
FISA's plans to introduce a secondary "Formula 3000" class, with four of five qualifying rounds as supporting events at four of five European Grands Prix, seem likely to take effect next year.

Originally announced for 1984, the proposals met with opposition from several Formula 2 team owners, who saw the proposal as a threat to their class of racing. But even though Formula 3000 was postponed, it is evident that F2 - with as few as 17 starters at some races this year - is in decline.

The introduction of Formula 3000, for single-seater cars powered by normally-aspirated 3 litre engines, would provide a stepping-stone to F1 for aspiring drivers from F3 and other promotional categories. With soaring power outputs in F1, President Balestre sees this is as a useful and logical step, and he has been promised the support of constructors representative Bernie Ecclestone.

Like F1 some years ago, Formula 3000 will almost certainly be a one-engine class using the classic Cosworth V8. We understand that Cosworth has already undertaken to provide a special version of the DFV engine, electrically limited to a maximum of 9000 rpm (instead of the 10,800 rpm used by Brundle and Bellof in their Tyrrell-Cosworths this year) and capable of running reliably for around 2,500 miles between rebuilds.





HOME FROM HOME

A return to Le Mans by the Jaguar team was taken seriously. By Jaguar and by the French who know good publicity when they see it. The Anglo-American big cats were given a spacious paddock area in which to stretch their claws. In the past British teams have found that open spaces are a privilege known only to the French and even swinging a small cat was impossible. Jaguar did not waste the space. An impressive array of motor homes provided drivers with a castle for a home.

PIQUET... SENNA... SALA

After Piquet came Senna comes... Sala. Talent spotters are predicting that the next Brazilian to arrive in Formula One will be Maurizio Sala from Saô Paulo. A Formula Ford champion last year, and currently leading both the British and European Ford 2000 championships, Sala is crushing the opposition just as Piquet and Senna did before him. Driving a Madgwick Motorsport Reynard the young Brazilian is already planning to do Formula Three next year. Known to his friends as "Morris", Sala was discovered by Madgwick Motorsport boss Robert Synge who hopes to guide his young driver into Formula One. There seems to be no stopping the men from South America.

Too many rallies?

Peugeot 205 Turbo 16

EXPERIENCE

Team managers at Le Mans are usually looking for drivers with as much experience as they can get. The king in that respect is Claude Ballot-Lena, who has driven in the 24 Hours 18 times, without any interruptions since 1966. Behind him is Henri Pescarolo with 17 races run. He also started out there in 1966 but hadn't raced in the 1969 edition after suffering a serious accident in qualifying. In decreasing order you find the following alumni: Claude Halbi (16), David Hobbs (15), Jean-Pierre Jaussau and Bob Wollek (13), Alain de Cadenet and Michael Salmon (12), Hans Meyer (10), and the list goes on...

David Hobbs and Michael Salmon are the oldest veterans of the race, having both run it for the first time in 1962 driving, respectively, a Lotus Elite and a DB 4 Zagato Aston Martin. And welcome back to Bob Tullius, owner of Group 44, who hadn't competed at Le Mans since 1968, when he drove an Ownet TX.

SANDOWN PARK

The presence at Le Mans of a representative from the Sandown Park circuit, located near Melbourne, seemed a further indication that the Endurance World Driver's Championship would be making a swing through Australia this year. David Hardy, who was at Le Mans to make contact with the different teams engaged in the world championship, plans to organise his race for the 28th of October, filling in a slot left vacant on race calendars by the withdrawal of Fuengirola. His plans include bringing ten cars to Australia by boat from Fuji, the Japanese race being held a month earlier, and ten additional cars from Europe, again by sea. The entire group would then set sail after the Australian race towards South Africa. The plan is of evident interest to race organisers in both South Africa and Japan.

Australian participation in Group C at the moment was comprised of seven drivers from down under present at Le Mans. They were: Jones, Schuppan, Perkins, Brock, Grice, French and Crang. Their ranks were swelled by the presence of some twenty Australian journalists covering the event.

AN AMERICAN RALLY

As of 1985 or 1986, one leg of the World Rally Championship could take place in the state of Washington, at the northern end of the Pacific Coast. It would be held on private land near Seattle, home of the Boeing factories. The aim of running the Rally on land which doesn't belong to the government was to avoid the nationwide speed limit of 55 miles an hour on portions run on public roads. The project is the communal fruit of the bigger constructors, more and more of whom are participating in Rallies. FISA intends to lend its support. The title of world champion gains something in weight and credibility if it has touched upon North American territory.

PEUGEOT AND PARIS-DAKAR

During the press conference he held following the Acropolis Rally, Jean Todt had a very direct answer to a question relative to his team's participation in the next Paris-Dakar. Would there be a 205 Turbo 16 on the starting line?

"I have a great deal of respect for Thierry Sabine who has been tremendously successful in promoting the Paris-Dakar. But there's another important race in January which we don't intend to miss, quite the contrary: the Monte-Carlo Rally, first test in the 1985 World Championship. We'll be aiming for that". Peugeot vice-president Jean Boilot went even further than that when he said: *"We are a serious constructor and we intend to compete with serious people. We're not in this for a passing moment of glory."* Keep that in mind...

RETURN OF TWO WINNERS

THERE WERE MANY WHO WOULD TAKE THE CROWN THAT HAD BEEN ABDICATED BY THE FACTORY PORSCHE TEAM AT LE MANS. ONLY A FEW HAD THE MEANS TO DO IT, AND SEVERAL OF THEM WERE HURT IN THE ATTEMPT. FOR A LONG WHILE, EVEN, IT LOOKED AS THOUGH LANCIA MIGHT STEP IN, BUT FINALLY AND INEXORABLY IT WAS A PRIVATE PORSCHE, DRIVEN BY TWO MEN WITH FIVE WINS AT THE SARTHE ALREADY TO THEIR JOINT CREDIT...

by Mike Doodson

The photographers and TV men had waited patiently for over an hour, as guests of Moët et Chandon, before Henri Pescarolo showed up. The air was cool under the pine trees of the champagne house's pavilion as the familiar tall figure appeared, and there was instantaneous applause.

It was well deserved. Henri Pescarolo, at 41, is one of France's most respected sportsmen. Three times a winner for Matra at Le Mans ('72 with Graham Hill, '73 and '74 with Gérard Larrousse), he has lost none of the indefinable qualities which make a great Endurance driver. After an interval of ten years he was back on the Le Mans podium, to equal Olivier Gendebien's four successes. One more win and he will be on a par with Jacky Ickx in race victories here.

But he had been worried when something went wrong with the Porsche only minutes after the 3pm start on Saturday. *"It was the second lap, and the car felt perfect, I was about to overtake the Lancias. Suddenly my engine lost fifteen hundred revs..."*

Somewhere in the fuel system a piece of tube had come loose. By the time that Reinhold Joest's mechanics had located the problem and restored the engine to full health, the yellow and black car was bringing up the rear. Even after one hour's racing it was still only 30th: *"I was really worried,"* admitted Henri, *"because a problem in the second lap of a long race is not a very good way to start..."*

To be honest, until only a matter of days earlier, Le Mans 1984 hadn't looked like providing the basis of Pesca's fourth Le Mans victory, or of co-driver Ludwig's second. On the provisional list of entries Joest had nominated young Paul Belmondo, whose F3 sponsor is also New Man clothes, as their co-driver. One day, perhaps, Belmondo will be a great champion, but at present he is as well known for his famous (actor) father and the Princess (Stephanie of Monaco) at his side as he is for his racing.

When Joest eventually withdrew Belmondo's name, he agreed that perhaps the jump from 160 to 750 horsepower was too great. *"And I prefer to keep my chances of doing well in the French F3 championship,"* said young Paul when he put in a Saturday appearance at Le Mans.

But that wasn't the only name that could have been associated with Pescarolo / Ludwig on the number 7 Porsche, for a third name had been painted on both sides. This was Swedish ex-F1 driver Stefan Johansson, who would definitely drive the team's second car with Schlesser and de Narvaez. The idea was evidently to switch Johansson to number 7 if anything should befall the less experienced French and Colombian, but as it happened it was Johansson driving when their car crashed out of the running. And when Joest asked Pescarolo and Ludwig if they would like to have some Swedish relief, they said *"No, thank you."*

This, of course, was understandable. No driver likes to have his achievements "diluted" by taking on a third partner, even at Le Mans, and the partnership built up between Ludwig and Pescarolo with Joest's team had proved to have a lot of potential.

Second place at Silverstone behind the works car suggested that there were more points to be picked up in the drivers' championship for them both.

Previous double page spread: The winning Joest Porsche of Pescarolo and Ludwig. Between them they now have six Le Mans wins. (photo: Ruszniewski).

Bob Wollek and Alessandro Nannini were heroes of Le Mans 1984: their Lancia almost pulled off a big surprise. (photo: Compoint / DPPI).

Indeed, there was an overpowering sense of optimism in the team long before the start. Hans-Dieter Dechent, himself a former Porsche entrant/driver who is now one of Joest's trusted lieutenants, had forecast a Joest win on a rather superstitious basis calculated on the number 13 (the date the team had arrived in Le Mans). After qualifying, when their car had proved to be faster down the Mulsanne straight than all the other Porsches except the "Australian" Kremer entry, Ludwig had been even more encouraged. And once he'd taken over from Pescarolo in the race, at the second pit stop, Ludwig felt that making up for the time lost repairing the fuel system in the pits would be no problem. *"I expected the Lancias to break,"* he said optimistically, *"and I knew that we had a good chance to win."*

In the Martini-Lancia camp, too, not everyone was as optimistic about a finish as they might have been. But with the wheel problems of Monza solved by the adoption of new rims, and the turbo difficulties of Silverstone sorted out (by re-plumbing the lubrication of the turbos), there was a sporting chance of at least one Lancia-Ferrari keeping the Porsche brigade on their toes.

Logically, that car would have been the number 4 in the hands of Bob Wollek (chasing a Le Mans win in his 14th attempt) and the exciting Italian F2 driver Alessandro Nannini. *"The Lancia LC2 definitely has better brakes than all the cars here,"* said Wollek. *"It's a little slower in straight line speed: 10 kms slower than the Kremer car, and 5 kms slower than Pescarolo's."*

Normally, youngsters like Nannini, trained to go fast without any care for the mechanical parts in F2, have a tendency to damage the machinery they're given for long distance races. But not Nannini; Wollek: *"He was doing a fantastic job. He was fast, and every time he gave the car back to me it was in perfect shape. I can think of many other co-drivers who would give you back the car with no brakes, the gearbox sounding horrific and with the steering all out of straight because he'd been driving over kerbs."*

What, then, was to be the Achilles heel of the Lancias? Wollek again: *"The gearbox, I'm afraid. It's a Hewland gearbox, basically, with the casing and the crown wheel/pinion made by Abarth. I don't think any Hewland gearbox was ever made to last for 24 hours, certainly not with the sort of torque that we're getting from our engine. For me it's a little bit difficult to understand that Fiat should should choose to use it."*

In extensive tests in Italy, at Mugello and Monza and even on the runway at Turin's Caselle airport, the gearbox had already shown signs of weakness. This in itself was not necessarily fatal to the chances of the two Lancias, for the mechanics had demonstrated that they could change the broken parts within 25 minutes if necessary.

And that is precisely what happened just before half distance, when the team had a chance to show its ability to replace a broken gear pinion. *"After that,"* confessed Bob, *"I think that Nannini and I were both a bit too hard on the gearbox. You know, it's not good to know that you probably have the fastest car and it's not likely to last the full distance."*

Consumption was on target, and some of the pressroom experts pointed out that in that time you would normally have expected each of the Lancias to have retired at least half a dozen times. They had put the fear of God into Germany's finest and probably been the direct cause of some of the quicker Porsches retiring.

Pescarolo and Ludwig were much too experienced to let themselves be tricked into giving chase to the Lancias, for as Pescarolo had already explained, he was convinced that he could have overtaken the Martini cars if necessary. But the fuel problem was not to be Joest's only unscheduled setback. *"The car was fantastic during the night,"* said Henri, *"until we had a problem with one of the rear wishbones. I could feel that something was wrong in the suspension and it was difficult because I didn't know if it was going to break or if the wheel was coming off. I didn't want to stop at that stage, so for several laps it was very uncomfortable in the car. I waited for my scheduled fuel stop before I had it inspected and I was relieved to hear that it was OK to continue until the crew was ready to change the part. We only lost eight or nine minutes doing the change, but we had to make two more changes later in the race."*

It did not upset the team's faith in eventual victory. Owner Reinhold Joest, once a driver himself, said after five hours, when the Franco-German "New Man" was still down in 10th place, that he expected it to be a winner. *"I don't know why,"* he said, *"it's just a feeling that I had."* And he said that winning Le Mans as an entrant was just as satisfying as it would have been if he had ever won as a driver.

There had been talk before this year's Le Mans that Joest, who runs a large VW / Porsche / Audi dealership in Absteinach, was perhaps getting some of the special parts which had been intended for the absent factory cars. Joest, of course, denied it, and so did Porsche racing manager Jurgen Barth, who turned up at Le Mans despite having informed FISA President Balestre that he would be taking a holiday in Greece instead of coming to Le Mans.

But the fact that the Kremer car was marginally faster on top speed than the "New Men," and that Pescarolo / Ludwig fell victim to the sort of rear suspension failures that have dogged privateers in the past, suggests that although Stuttgart is friendly to Joest, it is a normal factory / customer relationship, and that nothing "back door" was taking place.

Certainly Pescarolo was delighted that his career has taken off again after such a long interval. Today he has many interests outside racing which make heavy demands on his time: he is a farmer with large wheat-growing property near Fontainebleau, an accomplished pilot and an assiduous shot with rifle and shotgun.

But he deeply resents any suggestion that he is not a full time racing driver, even through his programme doesn't include single-seaters. *"I am a professional driver in the world championship of Endurance,"* he says proudly, *"and my other interests have to fit in between my races."*

And what about a fifth attempt at the race, to topple Jacky Ickx, in 1985. *"I hope to continue,"* he says, *"and I hope that I will have a team as good as this one and a co-driver as good as Klaus has been this year."*

WOLLEK IN PRACTICE: LANCIA ARE ON THE FRONT ROW BUT ICKX KEEPS HIS RECORD.

Those who were hoping to see a replay of the Porsche-Lancia duel for pole position were disappointed this year. Remember what happened last year: Ickx had his time of 3'16"56 on Wednesday night, Lancia waited until Thursday before sending out Alboreto in pursuit of the Belgian driver's time. The Italian wasn't successful in that mission, but he had at least succeeded in getting Mass' Porsche off the first row... No sense living in the past, however: to have a battle you need two opponents locked in combat. There was no battle for pole position at Le Mans this year.

The truth of the matter was that everyone knew before qualifying began that with no works Porsches present, no private Porsche would be hoping to get the pole, or even the front line, away from the works Lancias. Pole sitters being those who can turn up the maximum turbo boost, one can understand in light of the recent epidemic of broken Porsche engines that there were no competitors willing to risk an engine block for the comparatively insignificant reward of a pole position.

Lancia wanted to be on the front line, it was a matter of prestige and sponsors for them. Cesare Fiorio got his wish as early as Wednesday night with Bob Wollek and Mauro Baldi. There was only one shadow on the Italian team-manager's aparent good fortunes: Jacky Ickx's record still held. It was only a matter of 55 hundreths of a second, a few kilos, a couple of stragglers on the circuit. *"I'm certain that the LC2 has a potential of 3'15" here,"* reported Wollek, who was leading the assault on the Lancia side in the absence of Patrese. *"You mustn't forget that last year the regulations authorized Jacky's Porsche to weigh only 800 kilos. This year, the minimum weight has gone up to 850 kilos. Also, my fastest time came on my fifth lap with qualifying tyres. Before that, I wasn't able to get in a clear round. The result being that my Dunlop qualifiers had lost all of their efficiency."*

In spite of which Wollek found himself ahead of Baldi, who also complained about the traffic, by more than three seconds. Wednesday night, the No. 4 Lancia was nearly 11 seconds ahead of the fastest Porsche, the 956 Lloyd driven by Palmer and Lammers. The gap was slightly reduced the following evening, as numerous 956s bettered their times while the Lancias stayed on their Wednesday performances. In spite of which on Thursday at eleven p.m., at the end of qualifying, the New Man No 8. Porsche was still 7 seconds behind Wollek-Nannini... In other words, a lifetime.

Certainly pole position at Le Mans is no guarantee of victory, but seven seconds is something to think about. And when one examined the times closely, the Porsches seemed to have been stricken with slow-motion disease and had for the most part not improved on last year's times. *"Honestly, I don't understand,"* said Jurgen Barth, responsible for the clients competition service at Porsche and in many ways the spokesman for the German constructor, *"it's as if we were coming up against a wall every time we get close to 3'30"* The problem with that explanation being that it didn't explain anything, but had the merit of painting a picture which was faithful to reality. As it turned out Johansson, Ludwig, Streiff and Jarier finally got under the magic 3'30" mark on Thursday, along with Palmer.

Some were saying all this is normal, the C1s are 50 kilos heavier than last year. In theory true, in practice not so true because in 1983 only the works Porsches were at the very limit on weight. As an indication, none of the official Lancias weighed less than 850 kilos. Whereas the well-honed 956s coming from Fitzpatrick, Lloyd and Kremer had respective weights on the scales of 835, 840 and 842 kilos. Was it the heat which hung over Le Mans? Perhaps, but it didn't stop Wollek from bettering by three seconds Alboreto's time set last year. Jonathan Palmer was more specific than Jurgen Barth in his explanation: *"I think the problem comes from the Motronic system of electronic engine management. Unlike last year, it's not standing up well to high pressure. As soon as we turn up the turbo boost for a lap, the engine starts to sputter."*

Credence was lent to his argument by the apparent good health of the Joest Porsches, which monopolized the second line in the grid: they were the only Porsches not equipped with the Motronic system. Joest, in fact, is convinced that in spite of Barth's theories on petrol with an insufficient octane rating or Walter Brun's on bad pistons, it's the Motronic system which has been at the heart of the blown engine epidemic at Porsche. On that topic, it should be noted that none of the German 6 cylinder engines gave up the ghost during qualifying, the only exception being Henn's 962 which was only moderately appreciative of being downshifted from fifth to second gear by its owner.

Jurgen Barth couldn't stop preaching caution all around him, asking those with Porsche engines to run with a turbo compression of 1/7.5, although the fashion at Silverstone had been 1/8.5. Rumours in the pits were that the metal workers' strike in West Germany, which is affecting some suppliers (i.e. Mahle, a piston manufacturer), was beginning to be felt at Porsche. And that replacement engines were few and far between in the big lorry which Porsche takes from circuit to circuit to supply its customers with spares.

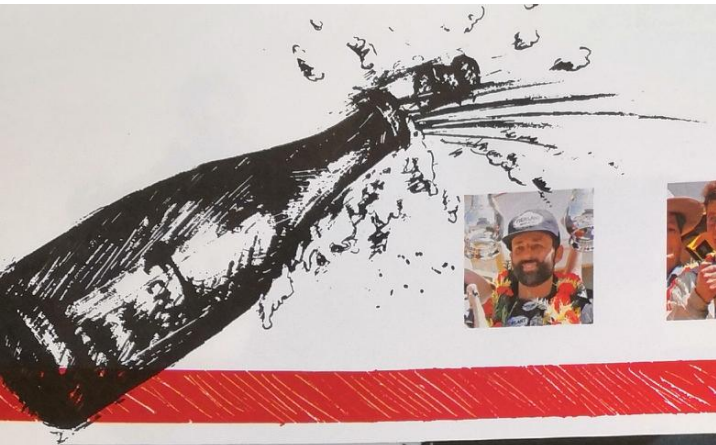
The relatively modest performances achieved by the private 956s in qualifying gave other competitors a chance to get their irons in the fire. Bob Tullius declared that he was satisfied with Redman's 14th time for his Le Mans début: *"With a normally aspirated engine we can't count on the power from a sudden hit of turbo boost. But on the other hand, we can have the same sort of times in the race that we had in qualifying."* Ray Mallock, in a Nimrod-Aston Martin which had reverted to the normally aspirated solution after inconclusive results at Silverstone, nicked the first non-turbo place on the grid from the Jaguars. Mallock, with a time of 3'33"12, gained five seconds and moved up 7 places on the grid relative to his performance last year.

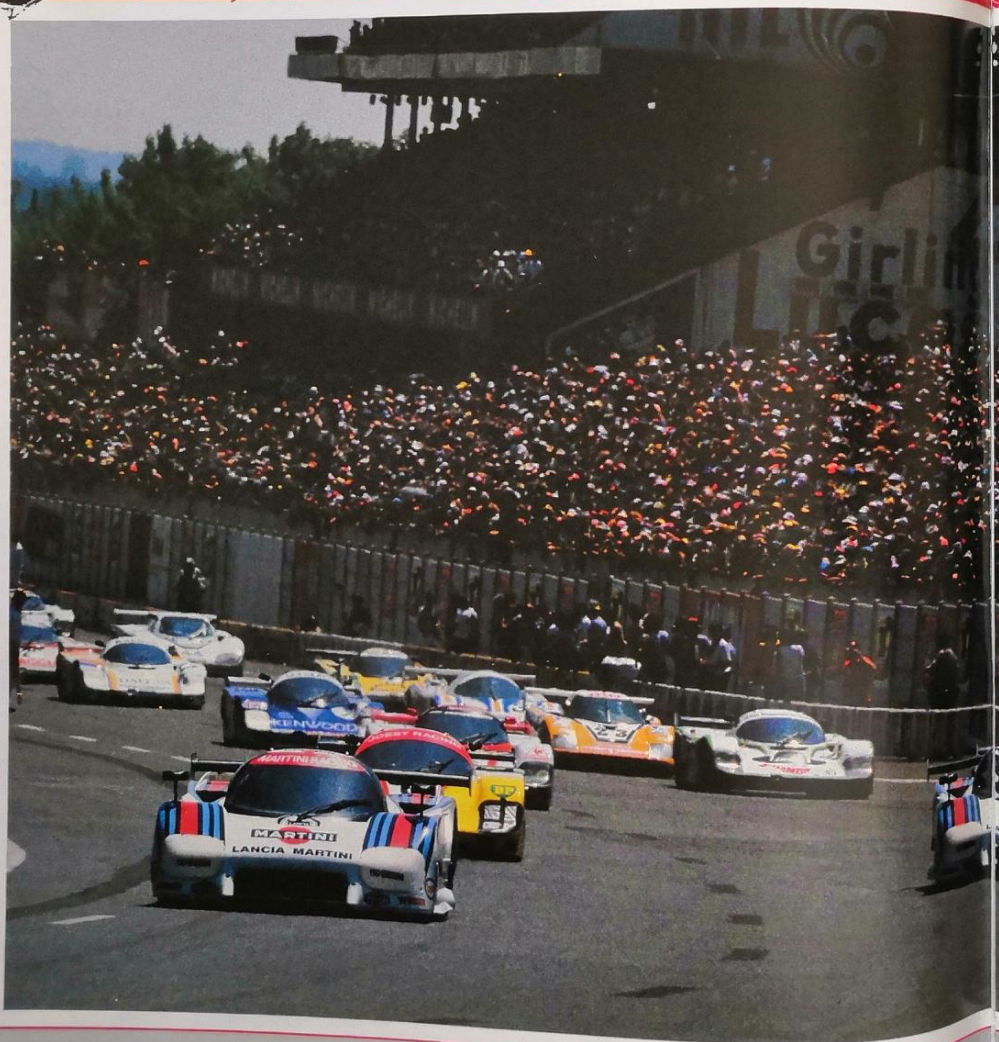
The prize for best performance in qualifying, however, would have to go Roger Dorchy's WMs powered by Peugeot turbo engines. They placed themselves 8th and 13th on the grid for this, their once-a-year race. On Wednesday night, in fact, Dorchy had the 4th fastest time without ever having gone out on his qualifying tyres, a small oil leak appearing just as he was coming into the pits for some softer rubber. The WMs were among the fastest in the straights, which helps to explain their performance. The March-Buick, at 352 kph, was second fastest in the 'Hunaudières', behind the Kremer-Porsche of Jones-Jarier-Schuppan. No surprises in the C2 class, where Facetti-Finotto and their Alba easily dominated the rest of the field, exactly as they had done at Silverstone and Monza. Grand's Rondeau, the first Mazda and the Ecosse didn't give up much to the green Alba, apparently ready and waiting to take advantage of the fuel consumption problems which remain the Jolly Club entries' weak point.

There were a few shunts and cars off the track in the new part of the circuit, between Indianapolis and Ford corner. On Thursday, it was Martini who was unable to avoid Walter Brun's 956 which had spun in front of him. Steve Kempton went off the road at the same spot later in the day with his Lola. The following evening, Alan Grice lost a wheel on the Charles Ivey 956 near Arnage, Perkins and the 956 Australia pushed Gouhier's sister car, Gaggia, into the guardrails at the same spot, and the March-Buick got tangled in the catch fencing at Indianapolis.

Thursday night, darkness fell and the wagering started about the outcome of the race. Were the Lancias there to win or had they only come with the intention of taking pole position? And if that were the case — although no one could affirm it was — it was going to be a Porsche, yes, but which one?

Xavier Chimits





PESCA IN THE RACE: GERMAN LOGIC TRIUMPHED OVER ITALIAN PASSION IN THE END.

Was it the Grand Prix of the Sarthe or the 24 Hours of Le Mans? The question is not as silly as it sounds. For twenty two and a half hours, the three race leaders, whoever they were, spent their time making sure that the gap between them never exceeded one lap. It was one thirty on Sunday afternoon when the race began to have a semblance of certainty. Jean Rondeau had just been replaced at the wheel of the Henn 956 Porsche by John Paul Jr, whose mission was to make up the twenty seconds which separated him from Palmer and second place. Visibly tired, Jean was busy emptying the contents of a bottle of mineral water when Preston Henn appeared . He wasted no time in making the following announcement: *"This is it, Jean, oil's running all over the place, it's finished."* The broad grin on his face was in marked contrast to Rondeau's defeated look. Henn decided to elaborate: *"No, no, not us... Schuppan and the Kremer..."* New life surges into Rondeau's face. *"We did the right thing in pushing them. Now, we have to stay with it."* From that moment on, the race wasn't going to get away from the Joest 956 driven by Pescarolo and Ludwig.

To give you an idea of the intensity of this race, which would have made an Endurance convert out of the most hard-boiled F1 fan, consider for a moment that at the end of the first hour, Pescarolo was in thirtieth place, having had to make two pit stops to solve a problem he was having with fuel-feed problems.

Carrying on with the race, it would be overly fastidious to recount the constant switching of leaders in the race for the next twelve laps: it went from the two Lancias, to the two Joests, without forgetting the Kremer 956. The Fitzpatrick Porsches and the Lloyd 956 had been betting on a more sensible sort of race, as had the Jolly Club Lancia which had to tread cautiously after some over-enthusiastic braking. Schuppan lost the thread after he collided with Dorchy, the Gaggia joined the ranks of the victims when problems arose with its intercooler, Johansson went off the road and was followed in that manoeuver shortly thereafter by Keegan who did irreparable damage to his front suspension at Indianapolis. Palmer successively broke both of his rear suspension's At nine p.m., Nannini-Wollek were a lap ahead of both Hobbs / Streiff / Van der Merwe and Barilla / Heyer / Baldi. The Jaguars were holding up well in the ten front runners, as were the two Aston Martins. And then the pace-car appeared on the track, a sure sign that all was not well.

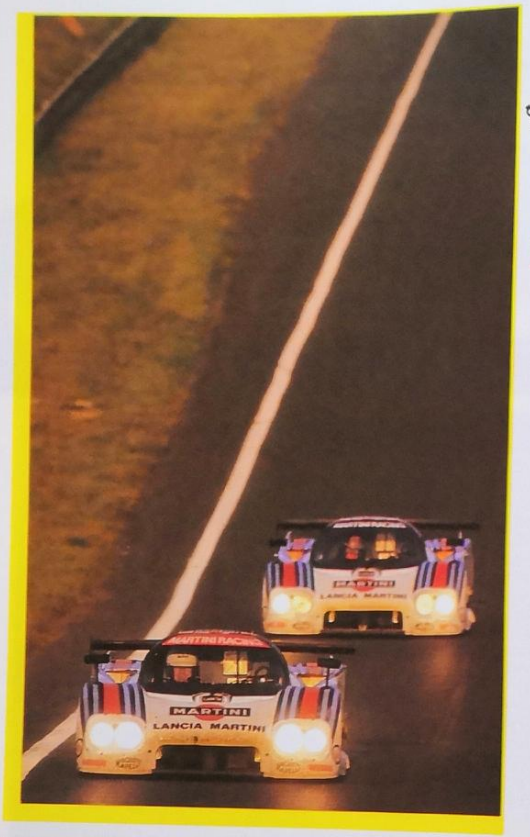
Halfway through the race, Barilla / Heyer/ Baldi lost nearly an hour, afflicted with a problem with their fifth gear. The problem was not entirely new to Lancia, the same thing had happened with third gear during long distance tests at Monza in preparation for Le Mans. Nannini-Wollek were still in the lead, one lap ahead of Hobbs / Streiff / Van der Merwe and two ahead of Pescarolo/ Ludwig, who had been doing a superb job.

At six in the morning, the leading Lancia, the Fizpatrick 956 and Redman, who was then sitting in fifth position with his Jaguar, all made a pit stop together, outside of refuelling considerations: fifth gear for Wollek, third gear for Redman, a drop in engine power (no doubt due to a cracked cylinder) the Fitzpatrick entry. Pescarolo / Ludwig inherited first place, ahead of Rondeau / Paul Jr. and Jones / Schuppan / Jarier. The three cars were all within two laps of one another until an oil leak made the hope of a second place an impossible dream for the Kremer Porsche, a mere ninety minutes from the finish.

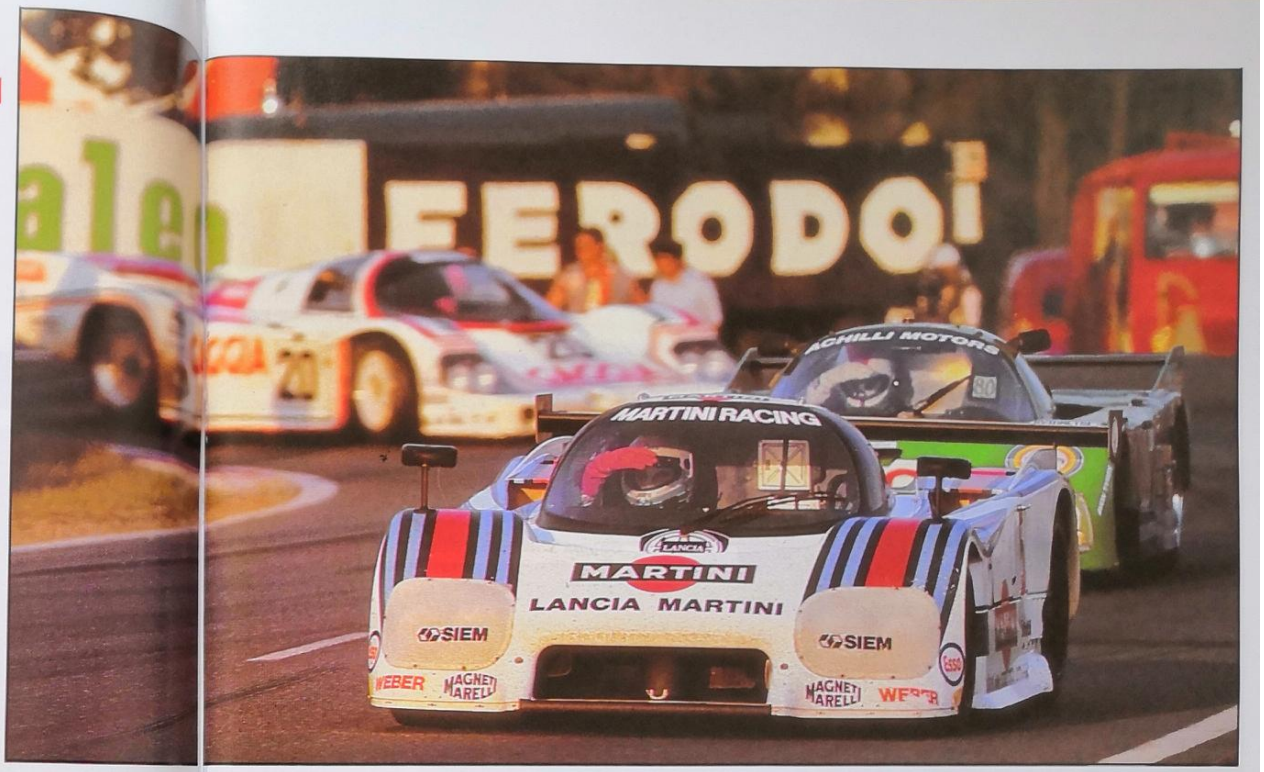
In the C2 Group, the Lola T616-Mazda with O'Steen / Morton / Katayama at the wheel took it in front of the Grand / Libert / Witmeur Rondeau which was handicapped by its fuel-guzzling Ford Cosworth engine.

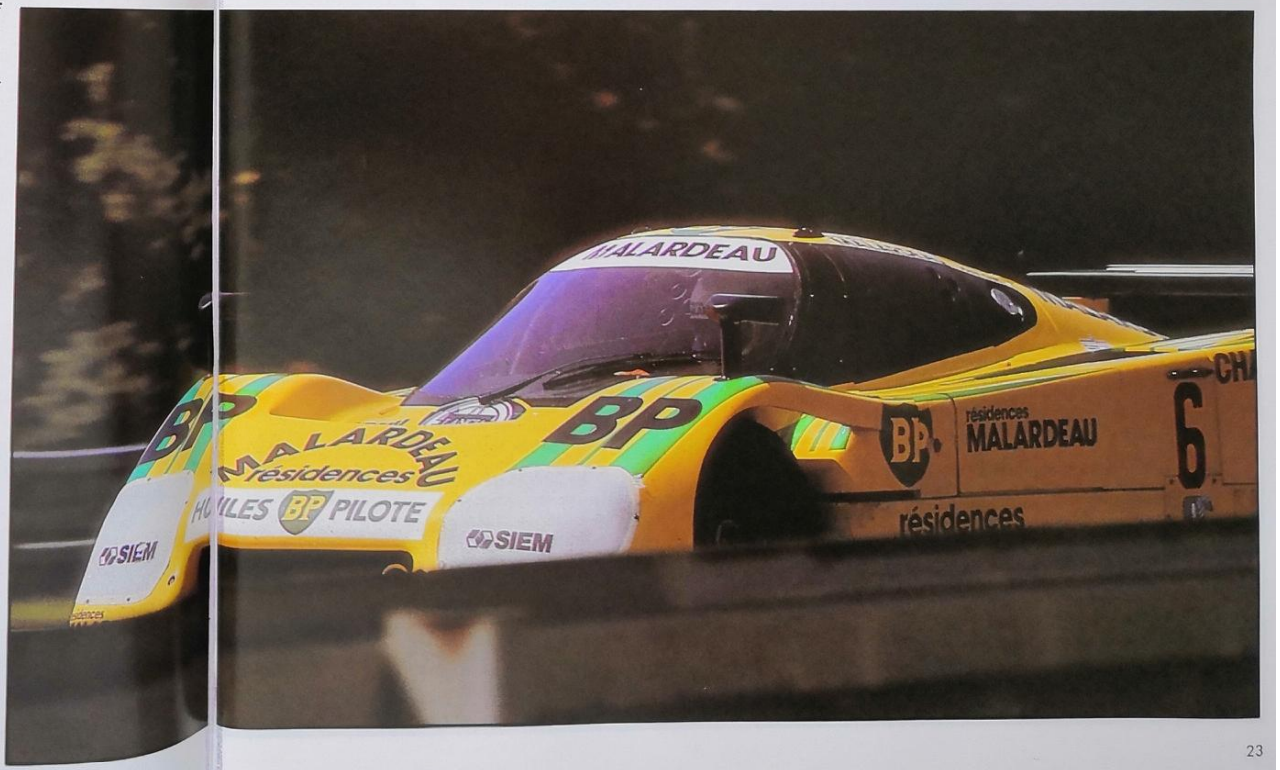
Xavier Chimits

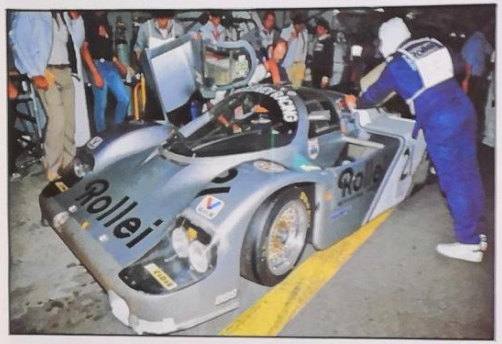
DEFEAT WITH HONOUR

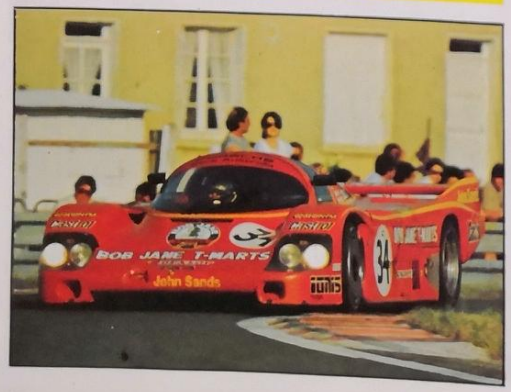


The word around the weighing ceremonies at Le Mans was that the Lancias had only one ambition: monopolising the front rows of the starting grid. If that was the case, their mission was accomplished as of Wednesday night, even if Bob Wollek failed in his attempt to beat the fastest time at the circuit, set by Jacky Ickx in a Porsche 956 last year. The Lancias were fortunate in that a minimum of hitches occurred during qualifying, with the notable exception of Martini coming into violent contact with Walter Brun's 956, stopped in the middle of the track after he had spun. Martini was in the Malardeau LC2, seen here (No.6) with Lapeyre at the wheel. People sat up and noticed Baldi, commenting that if he had chosen not to drive at the Canadian Grand Prix it wasn't just to bask in the glory of Le Mans. Whereas the No.6 never recovered from its mishap during qualifying, numbers 4 and 5, which seemed perfectly happy to drive in formation, remained for a long time the powerhouses in the race. Before they started to have those problems with fifth gear. That's when Cesare Fiorio decided, sometime between eight and nine in the morning, to let Alessandro Nannini have a crack at the fastest race lap. It had been held by Jacky Ickx. No longer... (photos Arthus-Bertrand and DPPI).



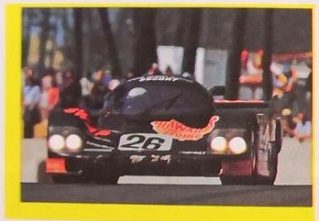




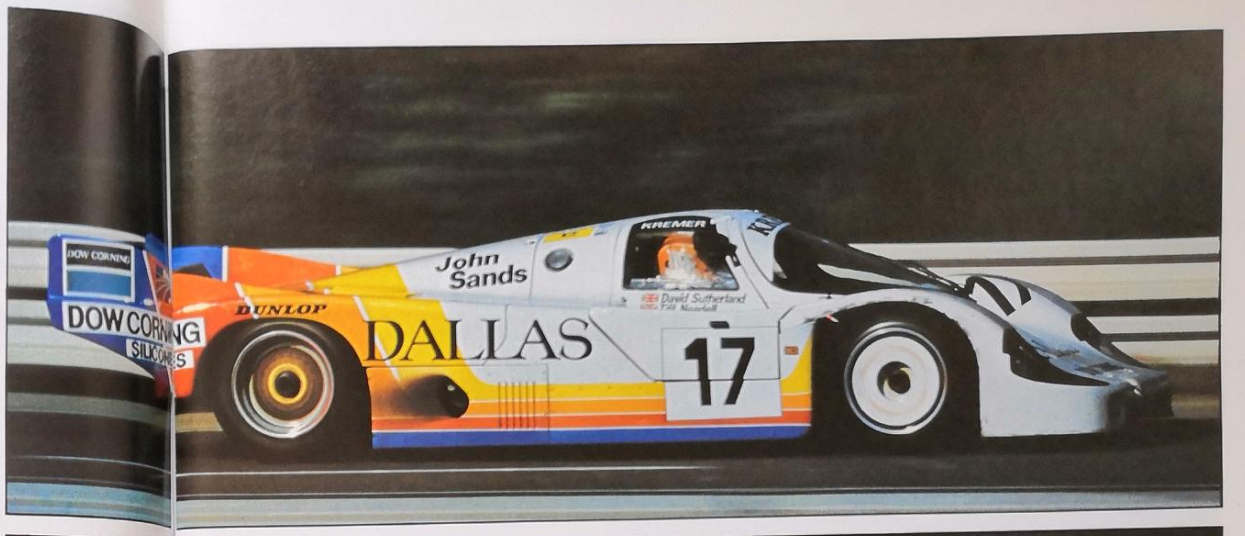


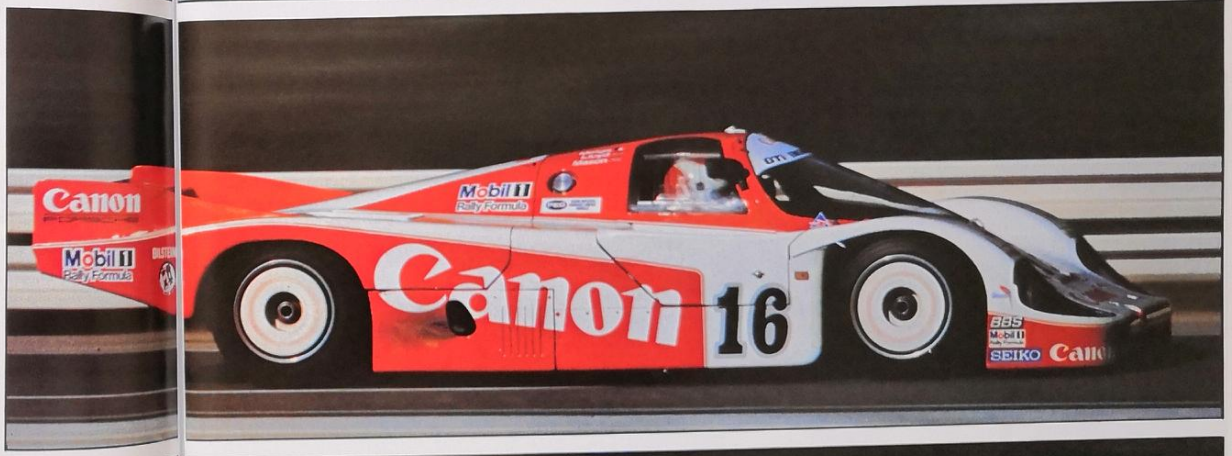
CLUB PORSCHE

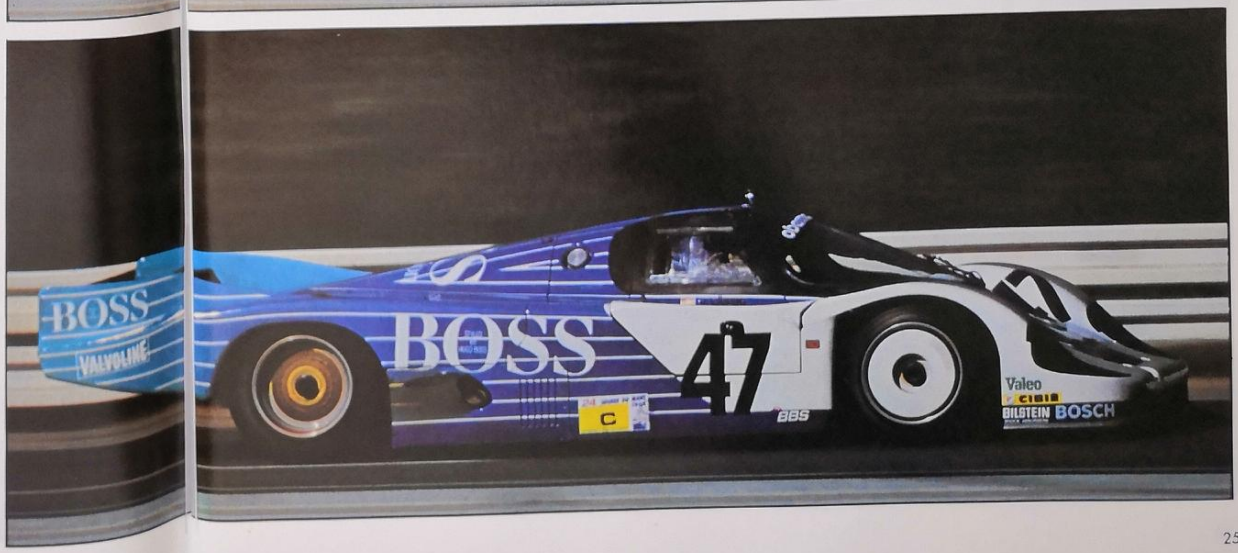
Even among private Porsche entries, there are those who can hope to win and those who can't. We've chosen to present a few of the latter category here. Although it might not be long before the No.20 Gaggia 956 or the No.9 Brun Warsteiner move up among the potential

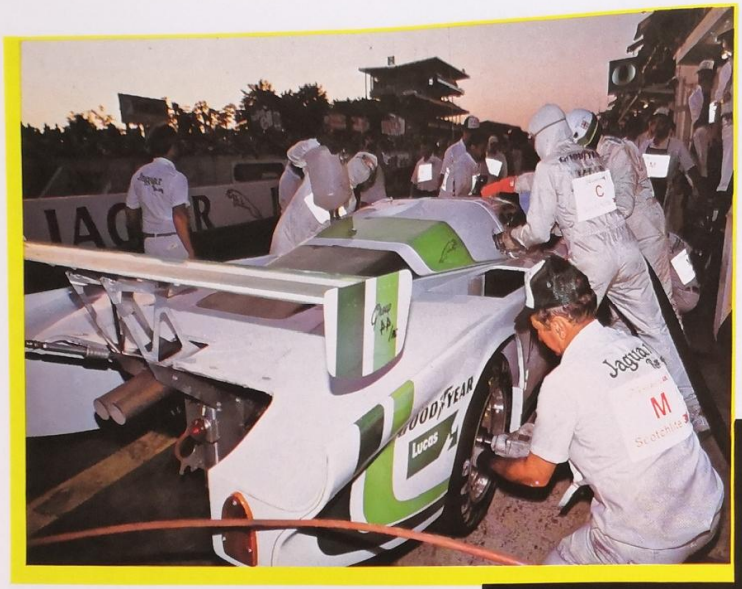


winners. The No.34 Kremer Australia wears a proud badge on its bonnet: the boxing kangaroo, emblem of the sailboat "Australia" which won the last America's Cup. The No.26 Swap Shop was a threat to Ludwig-Pescarolo right up until the very end of the 24 Hours, something they wouldn't have guessed at the end of qualifying. The No.16 Canon Lloyd played mobile camera as it had done at Silverstone. The No.21 Charles Ivey Rollei is destined for a rich British collector's private museum. The No.17 Kremer Dallas might have been among those honoured at Le Mans had it not been for Tiff Needell going off the circuit. As for the No.47 Obermaier Boss, it's still searching for that legendary reliability it enjoyed last season. (photos Arthus-Bertrand and DPPI)

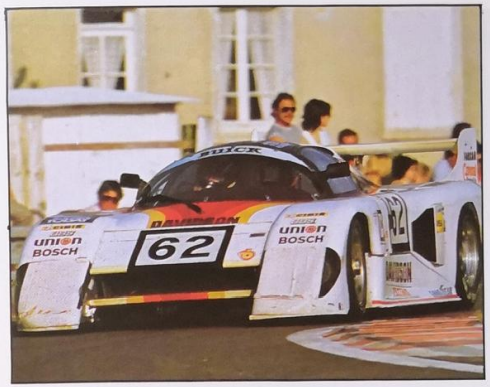


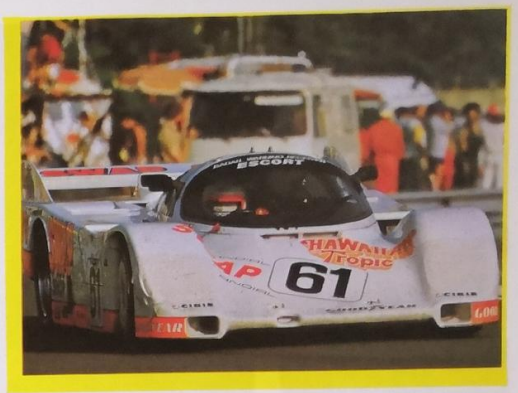


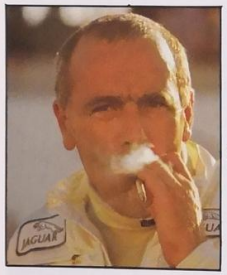


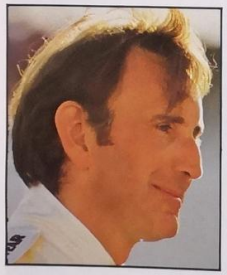


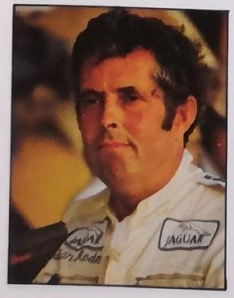
Henn. A similar 962 in the hands of Bell/Holbert has already started cleaning up over the water. But for the Le Mans regulars, especially the strong British contingent, the biggest attraction was the pair of superbly turned-out Group 44 Jaguars. Bob Tullius and his XJR5s were a real tribute to the Coventry firm's glorious record at the Sarthe, holding places among the leaders until daybreak.
(photos: Arthus-Bertrand and DPPI).





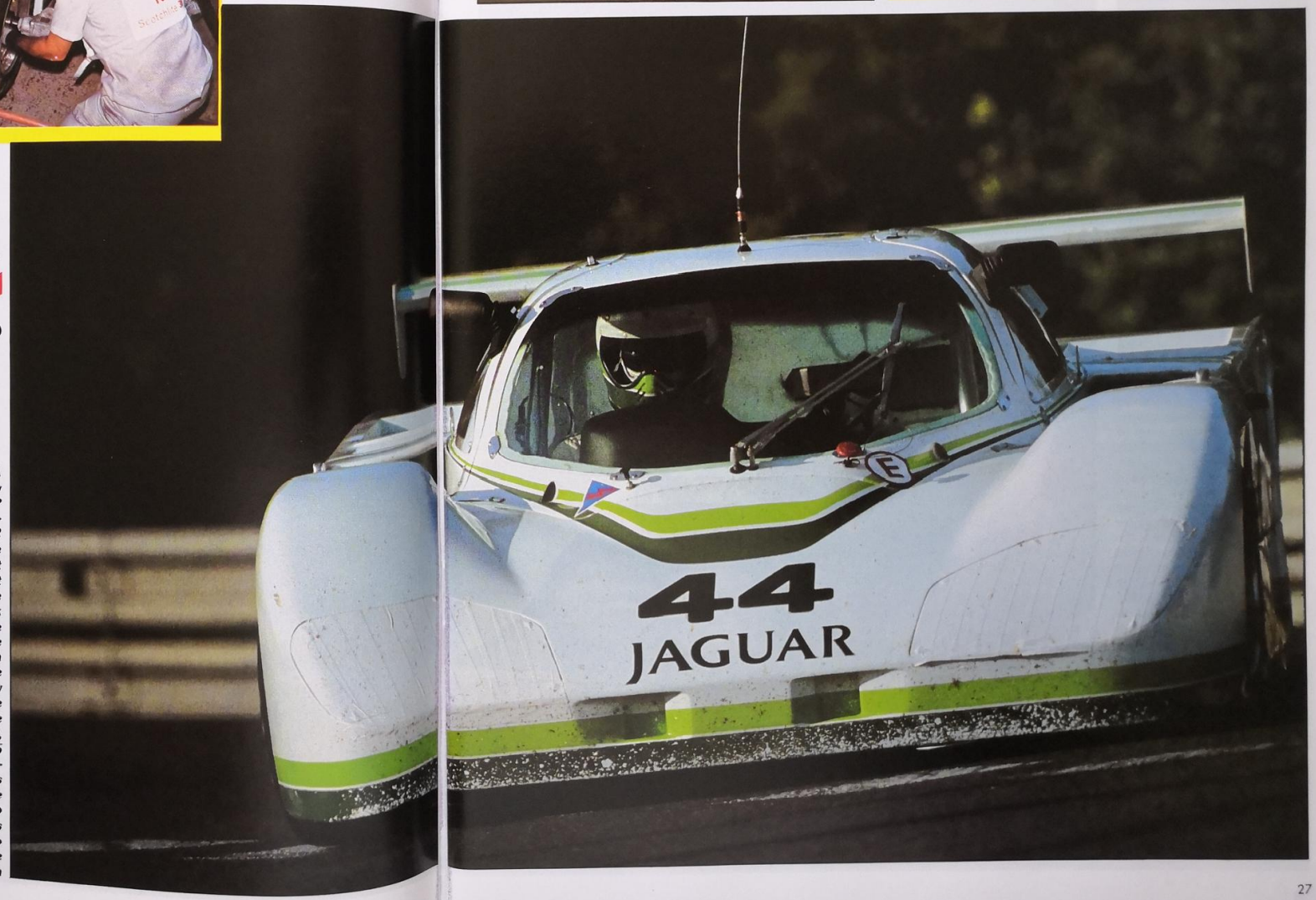






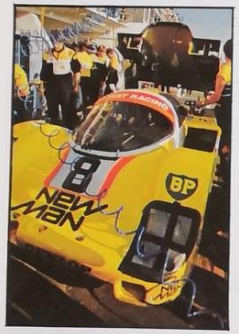
ATTRACTIVE AMERICANS

Hi there, this is IMSA calling. Well, not exactly America with the GTP Jaguars, one March-Buick and a Porsche 962 on its way across the Atlantic from Stuttgart via Le Mans. But at least it was a beginning. The no 61 March-Buick showed an impressive turn of straight-line speed but not much pace through the corners. It probably needs some more sorting-out and a couple of bolder drivers, because the V6 turbocharged stock-block engine seems healthy enough. The happy owner of the no 62 Porsche 962 (which is in fact a 956 adapted to the IMSA rules) is none other than Preston

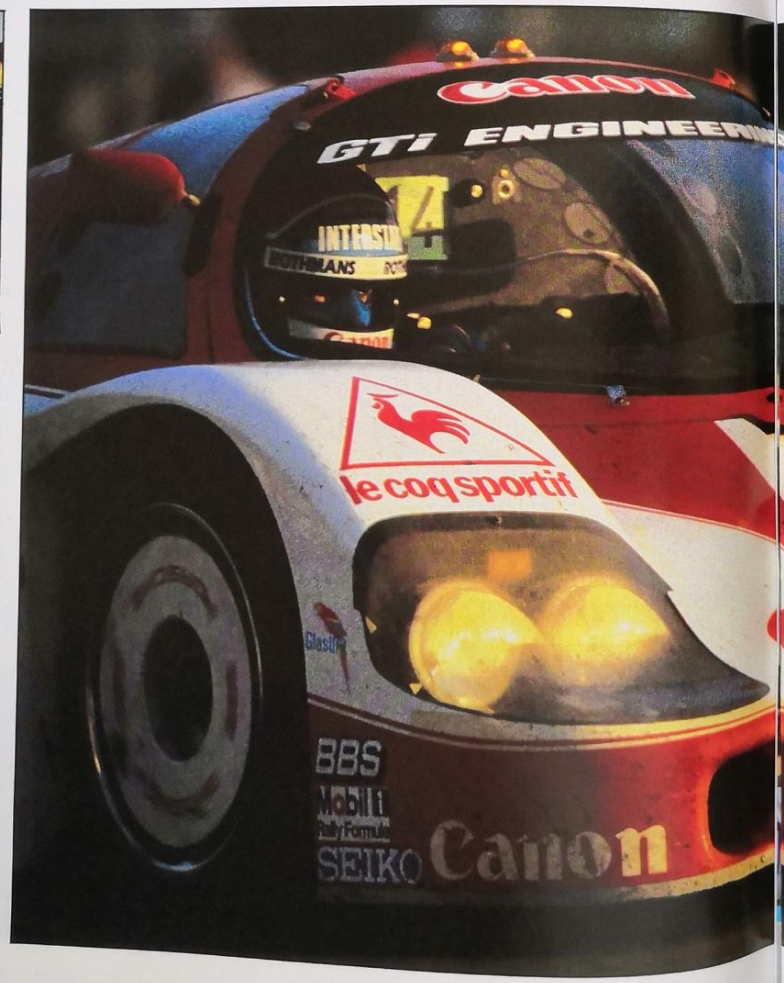


ALLEN LEADERS

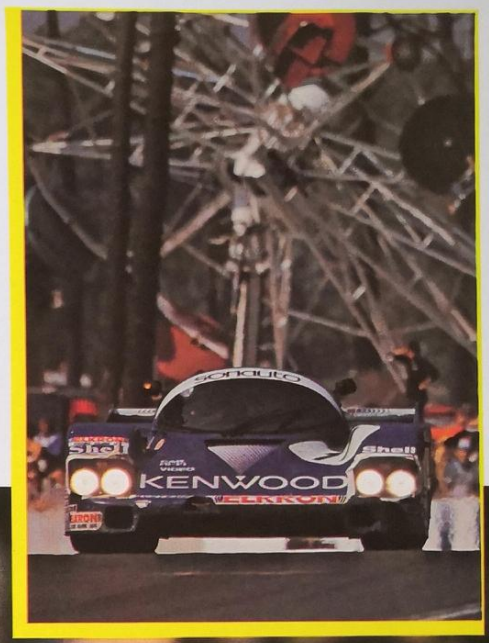
In the 42 year history of the Le Mans 24 Hours, this year's race will be remembered as one of the most closely contested of all time. Apart from Lancia, whose fortunes are recounted on another page, we look here at



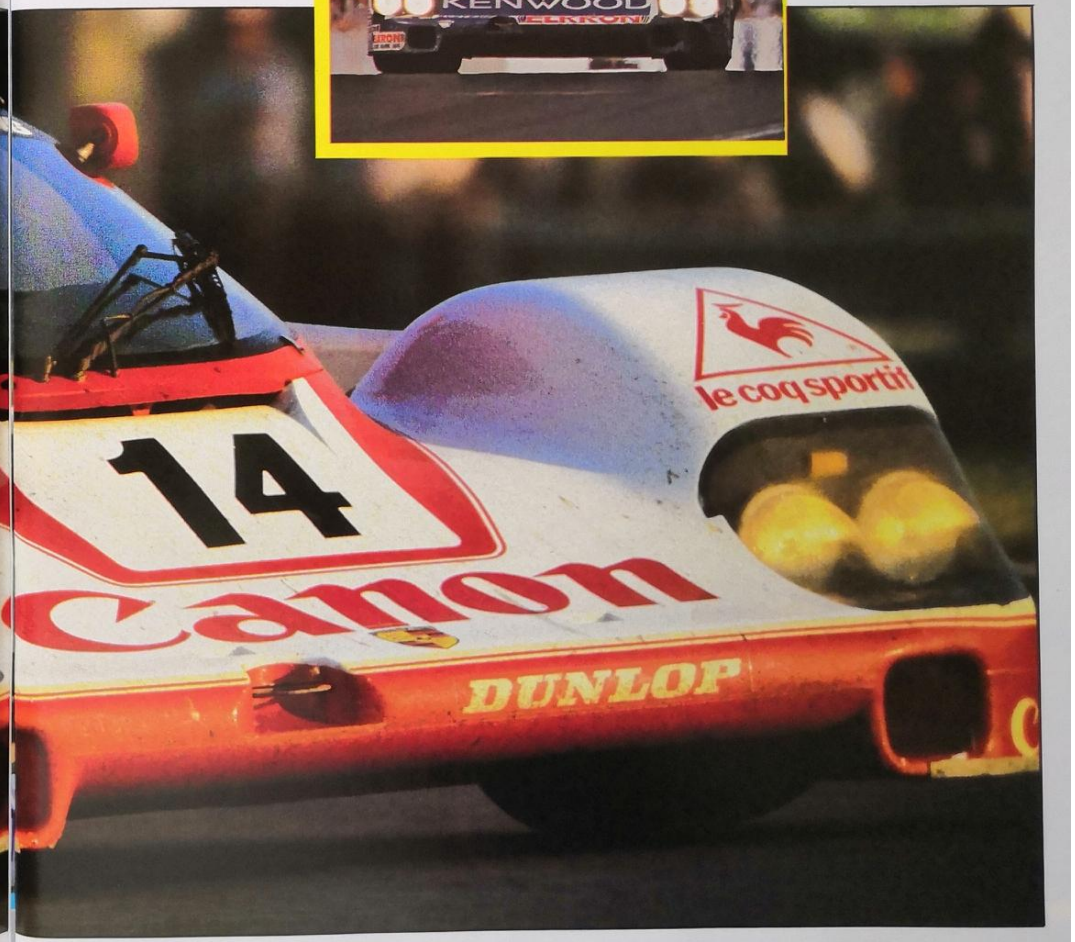
the six cars which held the lead at various times. The most surprising of them was without a doubt the Peugeot-powered no 23 WM driven by the French amateur Roger Dorchy. Who would have thought that he would keep the Porsches and Lancias at bay, even for three laps? The green and white Jaguar no 44 had one short lap in the lead, at the end of the first hour's racing, when its comparatively low fuel consumption enabled it to stay out while the



thirsty turbos headed for the pits to refuel. The Palmer / Lammers no 14 Porsche 956 also led briefly before being delayed with suspension difficulties. Undoubtedly fastest along Mulsanne was the Kremer-entered Kenwood no 11, possibly thanks to a special works-loaned engine. It fell back after a tangle with Dorchy's WM. Also delayed by an off-road excursion was the Joest-entered no 8. Early on Sunday the Fitzpatrick-entered "Bandit," no 33, lost what looked like being a good chance when a crack developed in one cylinder liner. It was then that Henri



Pescarolo and Klaus Ludwig came through to take the eventual lead, having recovered from an early fuel feed problem. (photos: DPPI, Arthus-Bertrand, Ruzniewski).



Saturday. 3 o'clock. The start. (Photo : Jean-Yves Ruszniewski)

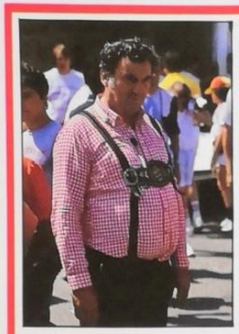
WHAT IS IT THAT MAKES THESE MEN MAKE THEIR ANNUAL TREK TO THE SARTHE? PERHAPS IT IS THE MYSTIQUE

Henri Pescarolo/Porsche (Yann Arthus-Bertrand)

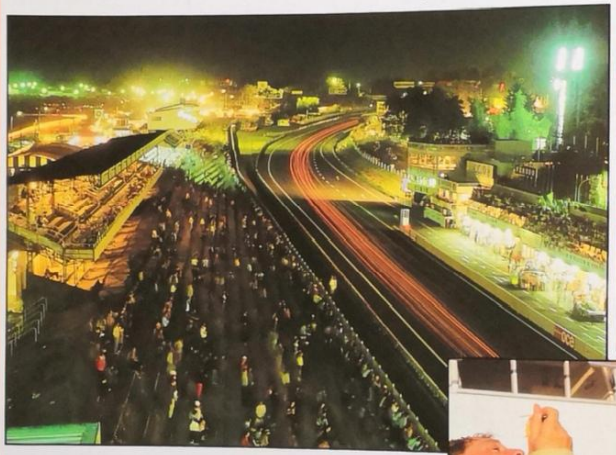
IN THE COCKPIT WITH A THREE-TIME WINNER: HOW MUCH CLOSER TO THE ACTION CAN YOU HOPE TO GET?

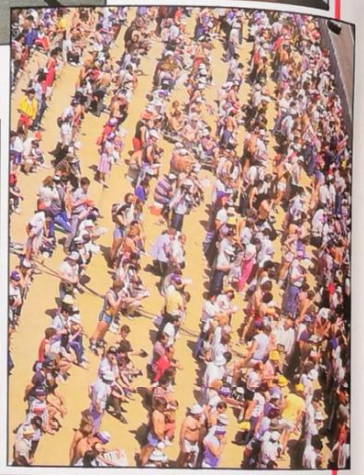
Porsche 956 (Yann Arthus-Bertrand)

TENDER IS THE NIGHT WHEN YOU'RE A PORSCHE AT LE MANS. EVEN MORE SO IF IT HAPPENS TO BE WEDNESDAY...



Letting it all hang out, Le Mans style





Bob Wollek's still a novice at Spaghetti eating

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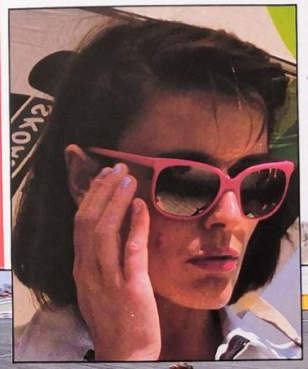
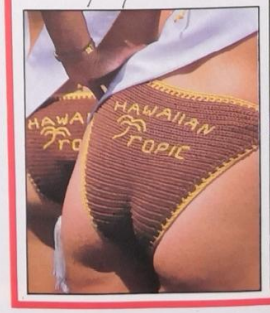
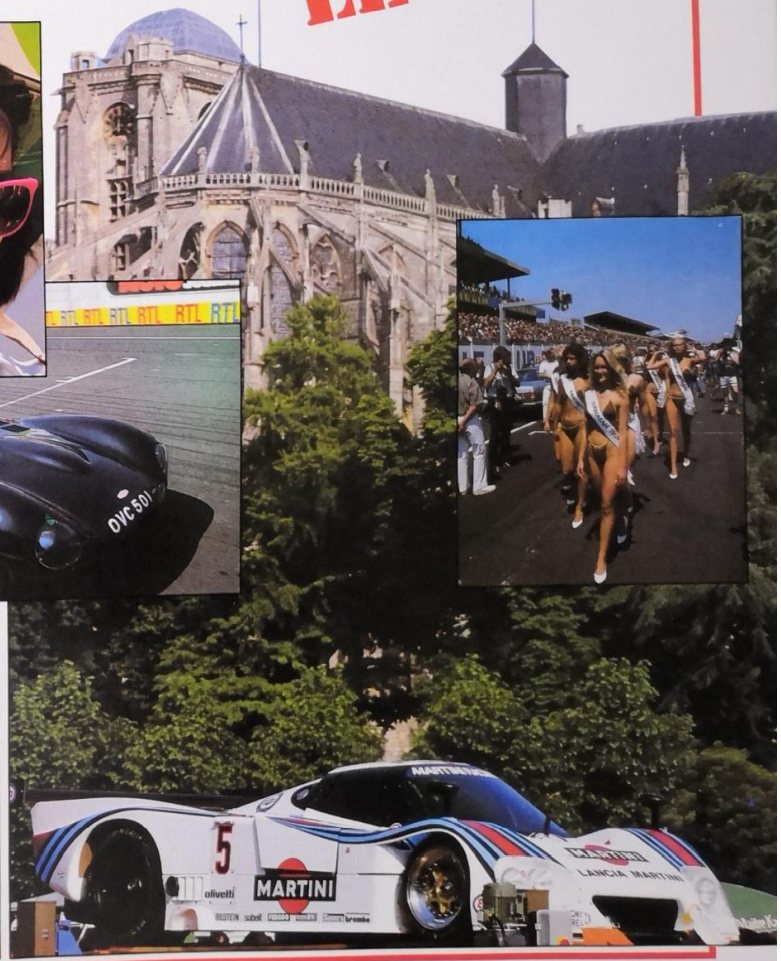
LE MANS

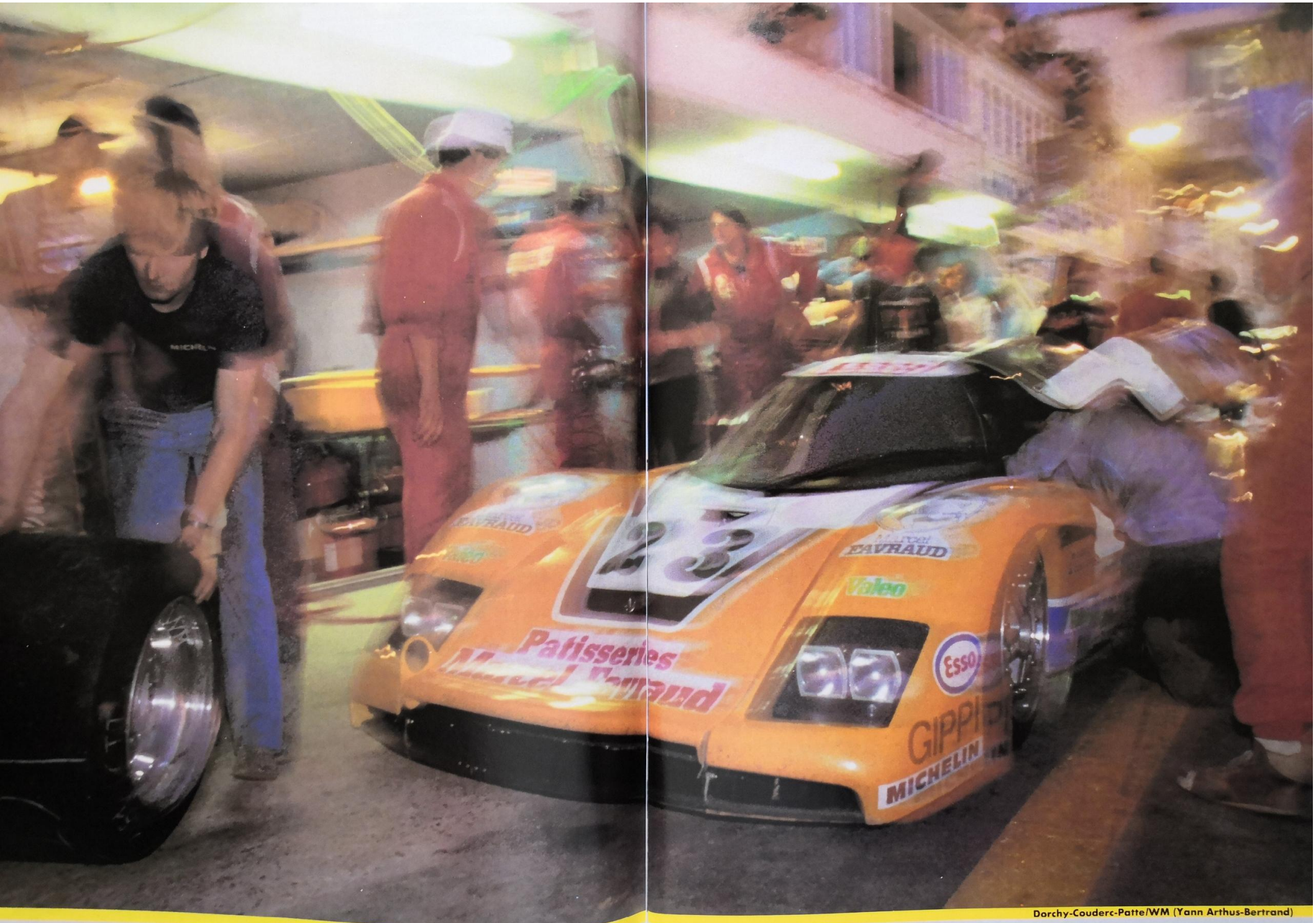
the beauties at Le Mans can't be native-born...



Same faces every year







Dorchy-Couderc-Patte/WM (Yann Arthus-Bertrand)

CHRISTMAS COMES BUT ONCE A YEAR... AND FOR THIS PEUGEOT POWERED CREATION, SO DOES RACE DAY.

Le Mans by night (André Marzoli)

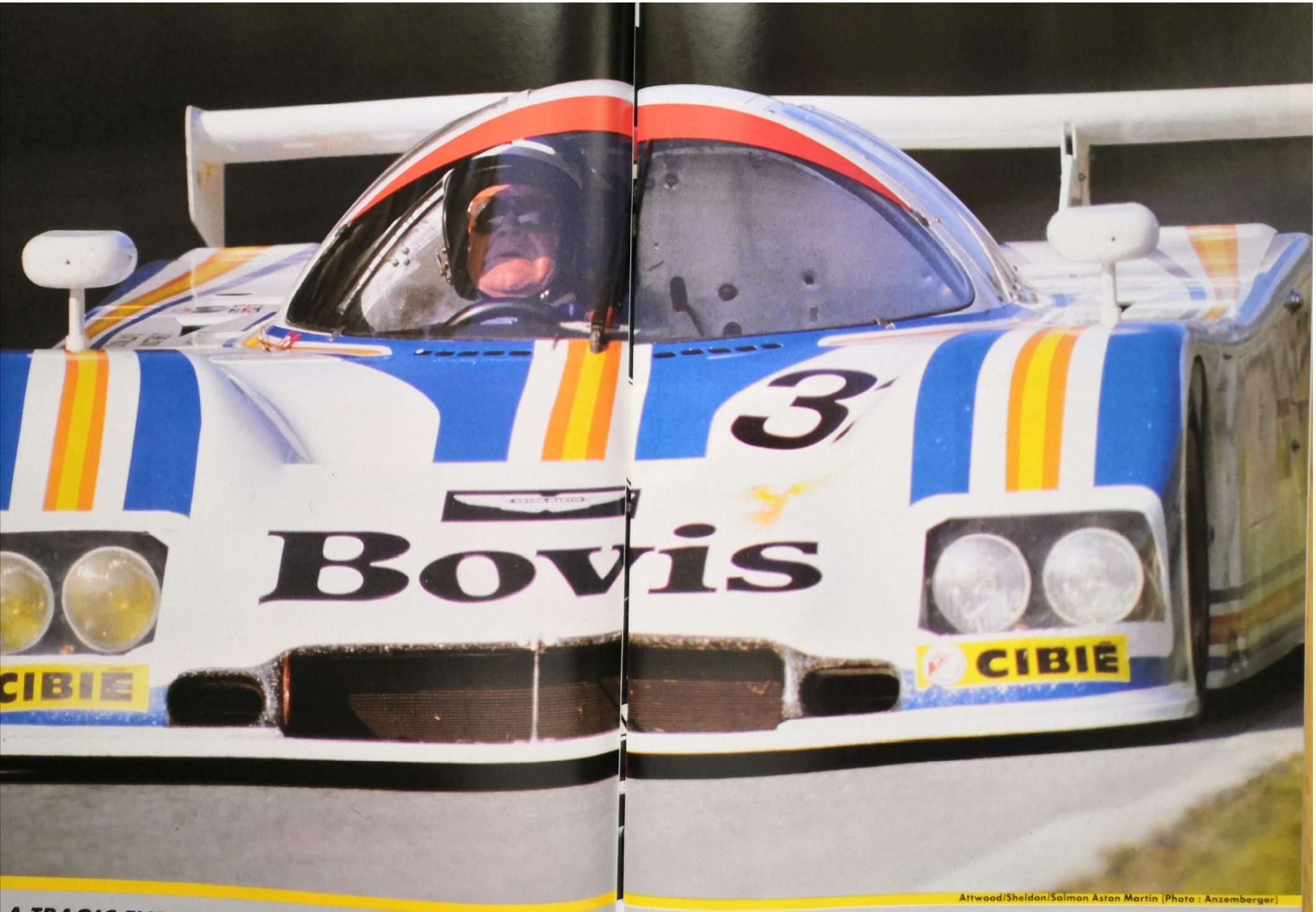
THE SUN MAY HAVE GONE DOWN, BUT EVERYONE'S STAYING UP: THE SHOW'S EVEN BETTER BY NIGHT!

Edwards-Keegan-Moreno/Porsche (DPPI)

HARD LUCK FOR KEEGAN: GIVEN A SPANKING NEW PORSCHE 962 HE PUTS IT OFF THE TRACK...

Barilla/Heyer/Baldi Lancia (Photo : Yann Arthus-Bertrand)

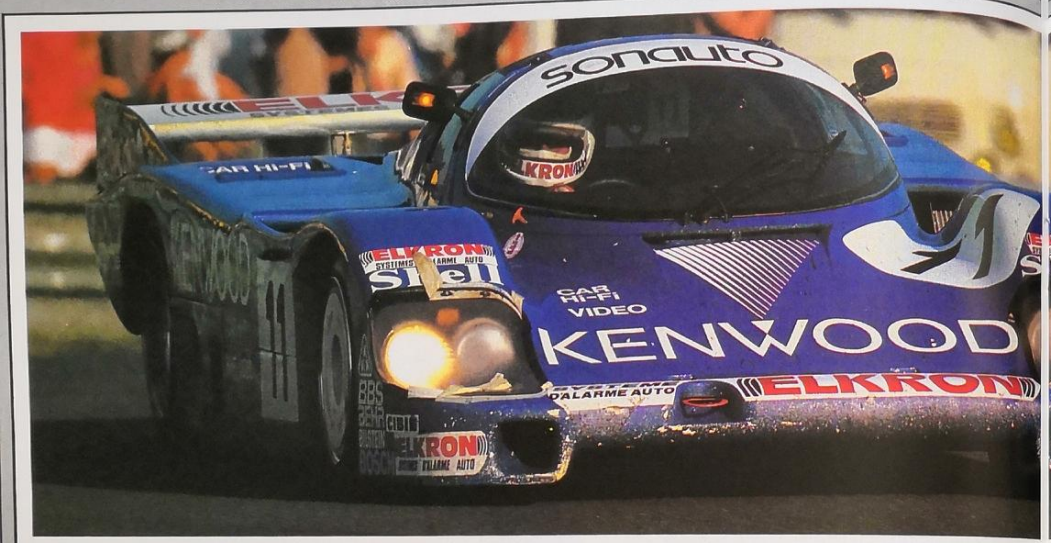
BALDI SWAPPED HIS SPIRIT FOR A LANCIA AND SPENT A WEEK END IN FRANCE

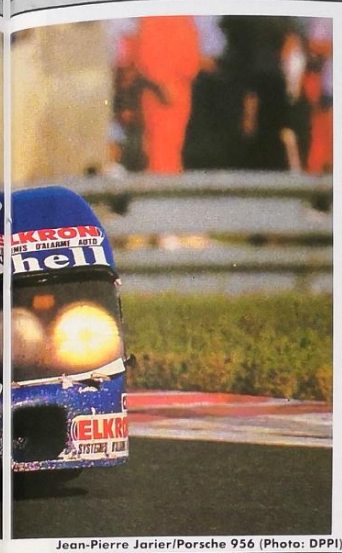


Attwood/Sheldon/Salmon Aston Martin (Photo : Anzemberger)

A TRAGIC EVENT FOR ASTON MARTIN AND A SEVERE BLOW TO A FINE BRITISH EFFORT

E X T R A





Jean-Pierre Jarier/Porsche 956 (Photo: DPPI)

INITIATION

IT'S EVERY MAN FOR HIMSELF, AFTER ALL. THERE SITS THE KENWOOD PORSCHE, ITS DOOR WIDE OPEN, BECKONING. THE JOURNALIST WHO WAS MEANT TO

show up for a "Le Mans Baptism" under the auspices of Jean-Pierre Jarier is slow in turning up. His tough luck. All the world's psychiatrists agree on one point: there are certain impulses which should not be resisted. I make a first clumsy attempt to slip into the car. It's like trying on a shoe which isn't exactly the right size... I suspect that my motion has lacked some basic bit of grace and elegance, in spite of friendly advice from Erwin Kremer. And he has reason for offering it... a bit earlier, a slightly more corpulent colleague extracted dreadful noises from the Dallas 956s sidepods.

Jarier has one last word of advice: *"Hold on tight when we're braking so that you don't touch the levers in front of you."* The dashboard makes an arc which extends to the left of the driver. Jarier turns a fat red key. The engine fires up. He engages first gear and the Porsche makes like a horse, snorting and feeling for all the world as if it's pawing the dust. As we go down pit-lane, some of the smiles seem slightly mocking. It's true that I must look rather incongruous in my short-sleeved shirt and borrowed helmet, sitting in a car which deserves better than taking journalists for a spin around the track. Let them smile, better to be envied than to be pitied.

A marshall breaks the spell. The track isn't free yet. We sit and wait for ten minutes; the heat seems unbearable. *"It gets better when you go fast,"* Jarier tells me. I had not been in a car with him since a trip from Monaco to Cannes last year for an interview, and that was in a VW Beetle. Here I am sitting in a Porsche 956 at Le Mans. This cheerful idea which struck the promoters of Group C spread panic among members of the press. How many would be chosen? And for which car?

Politely elbowing each other aside, playing at dirty tricks, the essential thing was to be among the chosen few who would see the circuit at Le Mans from behind the windscreen of a Porsche, Lancia or Rondeau... This time we're off, for real. In spite of one's suspicions about the way in which a 956 must accelerate, the surprise when it starts gives way to stupefaction: it just doesn't stop accelerating. The left-right after the Dunlop bridge seem to disappear in front of me. At Tertre Rouge, the action is still too fast for me to follow. Impossible to think, to rivet my attention on one sensation in particular, to even realize what's happening to me. It's like watching a foreign film and only understanding a few scenes later what's been going on. Silly details make lasting impressions at this speed, however. A bill-board singing the praises of a local politician. The blurred faces of people sitting at a café just behind the guardrails. With each gear change, my head snaps forward. The trees are going by faster and faster. The Porsche feels as if it's bouncing freely from left to right, according to the bumps on the road surface. Everything vibrates, the sound of the engine becomes softer and more regular. The 956 continues to leap around the track in a way which is not altogether to my liking. Jean-Pierre corrects these automatically, apparently without even having to think about them.

I had heard from drivers that they took advantage of the straight lines to relax, that sometimes they were even bored in them. I had imagined it was like driving down a boulevard. I discover it isn't relaxing in the least, the way a 956 oscillates at 340 kph in the 'Hunaudières' straight. The suspension is hard, I feel as if I'm in a go-kart going very, very fast. Unsettling.

Jarier didn't take it easy with me. He braked at 250 metres. Those in the know will understand what I'm saying.

I'll therefore tell you nothing at all about Mulsanne, my helmet and I were beneath the dashboard. The Porsche is in the wooded section now, the light is less intense. I'm starting to appreciate the speed we're travelling at, to understand what it's like. We're at the Indianapolis left-hander, the slowest part of the circuit. Jarier accelerates towards Arnage, and the subsequent braking has me back under the dashboard again. I can't get used to the speed at which the Porsche goes into the corners. On the other hand, once the car has found its line through the corner, I feel what must be a traitorous sense of security, of aboslute safety. Porsche corner, a very long left over the bridge, then a right, followed by another left. If I hadn't been tossed from left to right in the car, I'm certain I would have fully appreciated the handling of the Porsche through that very technically demanding bit of circuit. Everything may be vibrating and jumping about in here but the Porsche gives you an extraordinary impression of efficiency. As far as I can tell...

Jarier slows down as he approaches the Ford chicane and takes the exit road back into the pits. He throws an amused look my way when the 956 comes to a halt in front of the Kremer pits: *"At every corner, I could see you sliding under the dashboard. But you saw, I played the game, 8,000 revs on the intermediates and 7,200 revs in the straights, just like in the race. You're lucky, I'm a pretty relaxed driver. It's not as hair-raising as with those who are forever going sideways."*

Jurgen Barth opens the left-hand door. *"O.K.?"* Yes, yes, of course I'm O.K., and even if my legs are shaking somewhat I'm certainly not going to show it. I have a hell of a time getting out of my helmet. Has all the blood rushed to my head... Then suddenly I'm back on the planet Noise. It must seem paradoxical, but the sound of the Porsche engine had seemed soft. In spite of not having any earplugs.

A mechanic catches up with me, laughing, and hands me a fistful of change which he found on the passenger seat. Between my sliding with the braking and my sliding with the accelerating, no coins stayed in my pockets.

Jarier has gone off to the shade of the Kremer pits. He's always had a funny sort of voice, Jean-Pierre, the intonations somewhere between cheerful and mocking. *"Was it good?"* he asks. Better, even. But don't try to tell me that a lap at Le Mans lasts about three and a half minutes. It's much shorter than that. Jarier has a few quiet words with Kremer. The rear end of the Porsche got away a bit in the left of the new section, there are some changes to be made. Poor pleb that I am, I hadn't noticed a thing.

Xavier Chimits

CRUEL STRAIGHT

IT'S TWENTY-FOUR MINUTES PAST NINE P.M. THE NO.7 NEW MAN PORSCHE HAS JUST COME INTO THE PITS, ALL LIGHTS BLAZING. IT STAYS IN JUST LONG ENOUGH

for Pescarolo to extricate himself from the narrow cockpit, give the Joest mechanics time to refuel and change the tyres and Klaus Ludwig is off again. In hot pursuit of Bob Wollek's Lancia which is five laps ahead. The first quarter of the race is over, and what a race it's been...

Five minutes later. The official announcer states that there has been an "incident in the race" on the Mulsanne straight. The news comes as no surprise to most of the teams who had been wondering for the past few minutes why their cars were taking so long to come past the pits. The announcer's voice is heard again: *"An Aston Martin has gone off the circuit in the straight: the race is under the control of the pace cars."* A crowd gathers immediately in front of the Aston Martin pits. Team-manager Richard Williams cannot hide his worry. Which quickly becomes a sense of catastrophe as he notices that after several laps past the pits behind the pace cars, both Aston Martins are missing from the field of competitors.

In a matter of minutes, rumours of the worst sort are flying about the pits, none of which are being either confirmed or denied by the organisers. They are saying nothing more than that both Astons have had a shunt in the Hunaudières (Mulsanne). A little before ten o'clock, the mechanics of the no. 132 car start to pack up their tools. A sure sign that they have good reason to expect the worst. Dick Attwood, former Formula 1 driver, seems to have gotten the best of his fears: *"We weren't having any problems. The cars were going well. The only incident was two punctures on the no 31, but without any consequences."* Everyone is hoping that Drake Olson, who was driving the quicker of the two Nimrods, has stopped to lend a hand to his team-mate John Sheldon.

Quarter past ten. Victor Gauntlett, who is the man behind the latest news: *"John is seriously burned. Drake is all right but is in a state of shock"*. The exact circumstances in which the accident took place will only be revealed later, after the race has been resumed at nearly ten-thirty. Jonathan Palmer was behind the cars:

"I was behind John Sheldon's no 32 Aston in the Mulsanne straight. About 40 metres behind it, and about 250 metres ahead of Olson. As I went into the curve I saw a cloud of dust in front of me. Sheldon was spinning, hitting the guardrails on the right. The car just disintegrated over about 500 metres, and the fuel tank burst which started a fire immediately. I was riding on my brakes and trying to avoid pieces of Aston in the middle of this inferno. Olson tried to get around it on the outside but he hit as well, on the left hand guardrails. At the next lap, I came by slowly. The track was literally covered with debris and the fire was so intense that the edge of the forest had caught on fire as well. It was a terrifying sight..."

And one which numerous photographers, attracted by sensationalist motives, were trying to exploit, provoking a number of incidents between marshals and members of the press. One marshal had in fact been killed on the spot by flying metal from the no 32 car, another one had been injured. As for John Sheldon, former driver for the Tiga factory in Formula Atlantic, today a practicing dentist, one is tempted to say that he "only" suffered burns. But they are very serious, to his chest, face and worst of all to his hands. *"He was conscious immediately after the accident,"* said driver François Duret, who went with him to hospital and stayed with him throughout the night. *"He got out of his harness on his own and walked away from the demolished car. But he doesn't remember anything..."*.

The Mulsanne straight, access to which is strictly regulated for the general public, is a unique straight in its kind, where the drivers are accelerating for a full seventy-five seconds. Three years after Lafosse died here, this portion of the circuit has once again claimed a life. A burst tyre? A spin that came about as a result of fatigue? One thing is certain: the slightest mechanical incident, the tiniest of errors at speeds well above 90 metres per second, and tragic results are all too often produced. This year they were more tragic than ever.

Vincent Rozel

The accident (Photo : DPPI)

THREE LAPS

ROGER DORCHY, WHO'S BUILT LIKE A PIANO-MOVER, HAS NEVER BEEN SUSPECTED OF BEING FAINT-HEARTED IN ANY OF THE VARIOUS AND VARIED NATIONAL sports he's been involved with in the past ten years. But when he got out from behind the wheel of his WM, after having spun at Mulsanne, this strong man of motor racing could hardly hold back the tears. He was lamenting his shattered dream, ambitions lost and confidence betrayed.

His team-mate Couderc, a dark haired man from Bordeaux who was on a par with Tambay and Arnoux in Formula Renault in 1973, back when Pironi was a just a rosy-cheeked kid starting out, drew the following conclusion from his mate's misadventure: *"An hour lost is a heavy price to pay for three laps of glory"*. Not so sure about that. The events as they unfolded proved that the WM was no model of reliability. But why give up the pleasure of carrying off a veritable exploit ?

Gérard Clabaud, team-manager for the little French team, had left it wide open for Dorchy in the pre-race advice he had proffered: *"Run about 3'40", but if you see an opportunity to do something, go for it."* Dorchy didn't have to be told twice. On the Wednesday, already, the WM powered by a Peugeot V6 double turbo had given some hint of its possibilities: fourth fastest in qualifying, behind the two Lancias and the Canon Porsche.

Aware of the potential in the WM, which he figured during qualifying to be capable of turning a lap in 3'25", Dorchy knew that he could make his move early in the race and thus put all the chances on his side: *"The way I started the race wasn't planned in advance. But I think that all of us in the team had thought about getting an early lead. Although none of us would admit it..."* And so, Dorchy accomplished the considerable feat of overtaking six cars, including the New Man Porsche and the Lancias, and was first into the Arnage straight: *"I was so happy to be in the lead going past the pits that I couldn't help but wave at the members of the team. Wollek reacted in the second lap. I overtook him in the straight, in his slipstream."*

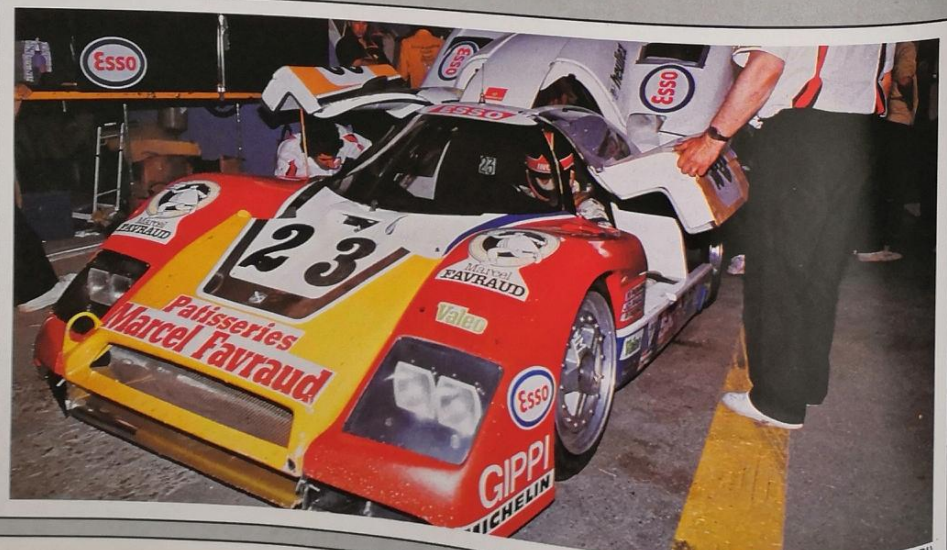
Everything was to come apart in the fourth lap, braking for Mulsanne: *"Since the second lap I had been having problems braking. I tried some modifications but it only got worse."* The extent of the damage was a broken bonnet and wing which necessitated an hour of work in the pits. He'd barely gone out again when he was caught in the same trap, for the same reason, the brakes. The damage was more or less the same all over again : front and rear bonnets and the left wing. Another hour in the pits, then Couderc took over, then it was Dorchy's turn again: *"Braking for Mulsanne, Schuppan broadsided me and sent me into the guardrail."* Two wheels broken this time, and a just-mended left front wing which had had more than it could bear.

Three incidents in a mere 75 minutes on the circuit, it was too much, even for a man with nerves of steel. *"I just wasn't in a condition to drive any more. I thought that there was something totally wrong in the way I was braking. I went off to be by myself in a motor home."* In fact, Dorchy was only partly responsible for the troubles which the WM fell victim to, as Gérard Clabaud explained: *"For the race we started using a new stock of brake pads. Unfortunately, they were defective. A sort of crust was forming on them after a few laps. We didn't realize what was happening until it was too late."* Driven by Couderc and Patte, the WM finally retired in the early hours of the morning with a broken gearbox

What they tried and nearly accomplished will not soon be forgotten. There they were, a team of amateurs in every sense of the word, not one of them being paid for their efforts, racing once a year because that'sall they can afford. They had built their own car and, in terms of sheer speed, could hold their heads up high alongside the likes of Porsches and Lancias. There can't be many stories on a par with theirs in the annals of motor racing history. As fate and bad luck would have it, Dorchy had been back behind the wheel of the WM for one lap when the gearbox refused to go along any further: *"Gérard woke me up and asked me to go out and try to get the fastest lap record, using qualifying tyres. In any case I wouldn't have succeeded. Yesterday's accidents were still too fresh in my mind"*.

If WM manages, once a year, to get in and fight it out with the big boys, it's largely thanks to the work of forty or so volunteers who are dedicated to the sport, but also very much to the understanding and good will of Peugeot, Michelin, SKF and a handful of other suppliers. No financial support, that's certain, but some free supplies and working facilities. All of which helps, but with a total annual budget of around £66,000 WM can only compete in one race a year. Which means that we won't be seeing the WM again until next year's 24 Hours. A shame, isn't it?

Xavier Chimits



Dorchy/Patte/Couderc/ W.M. (Photo: DPPI)

Jaguar (Photo: Yann Arthus-Bertrand)

THE RETURN OF JAGUAR

EVER SINCE HIS DAYS IN THE ARMY BOB TULLIUS HAS RETAINED A STRONG SENSE OF ORDER AND DISCIPLINE: HE WAS DESTINED FOR AN ARMY CAREER before a knee injury while playing football forced him to look elsewhere. Invalided out of the services, Tullius needed another target, another goal

And he has found just that with Jaguar. His mission? To restore the prestige of Jaguar in international motor racing. It's an enormous task and almost one of military proportions. Tullius is boss of Group 44 — an all American team which is shouldered with the responsibility of running Jaguar's IMSA programme.

When we met at Sebring last February Tullius, an athletic forty year old with tousled hair, told me that Jaguar would not be making the trip to Le Mans. Not this year at least. *"A company as big as Jaguar cannot afford to make mistakes when it goes back to Le Mans after an absence of twenty-seven years. I didn't think we'd be competitive and possibly we'd have been badly received at Le Mans - you know the ACO aren't normally very hospitable towards American teams. But Alain Bertaut reassured me on that point and we completed some encouraging reliability tests at Pocono before taking the final decision to go.*

Yes, but who actually took the famous decision to return to the Sarthe? Group 44 themselves or Jaguar in England?

"Look, we are clients of Jaguar. Mr Egan, Jaguar's Chief Executive, was in a position to tell me to go to Le Mans but he simply asked if it was a realistic venture for us."

The arrival of the big green and white Jags at Le Mans caused quite a sensation. Partly because of the historic moment itself but also because of the way in which it was done. The return was typical of Group 44. The green and white uniforms, the white trousers, white shirts etched with green, the green and white overalls and the sparkling transporters in team livery with the whole operation neatly arranged in a huge paddock area precisely laid out in team style. Tullius is an orderly man and it shows.

"Yes, it's one of my obsessions. I love things to be neat, tidy and smart. Every morning when I get up I have to make my bed. It's a force within me. A discipline."

Tullius is equally precise in his opinions on what makes a top endurance racer. More important than sheer speed over the lap is experience and an appreciation of teamwork. For instance he wouldn't look kindly on a Bellof or Nannini type for his team. He had had certain doubts about the aptitude of ex-McLaren Grand Prix driver John Watson for endurance racing. But sitting in the motor home an hour before the end of the race Tullius opined that Wattie had come through with distinction and had made a real contribution to the team.

In fact the whole Group 44 team had fulfilled its promise. Especially to the hundreds of Jaguar fans gathered opposite the Jag pits to wave their British flags. Neither of the cars was there at the finish but they have gained the respect of Group C competitors. At four o'clock on Sunday morning the Jaguars were lying fifth and eighth and both had run without missing a beat. When the pace car came out, their big advantage - fuel economy - was neutralised by the slowing down of the whole field. When Adamowicz crashed at Tertre Rouge a chink in the armour appeared and soon afterwards Redman retired the other car with a broken third gear.

"Without a turbo and weighing 930 kilos the rules make it hard for us to compete with Porsche, and with Lancia. The ACO officials were good to us and helpful: but they can't modify the rules to suit us."

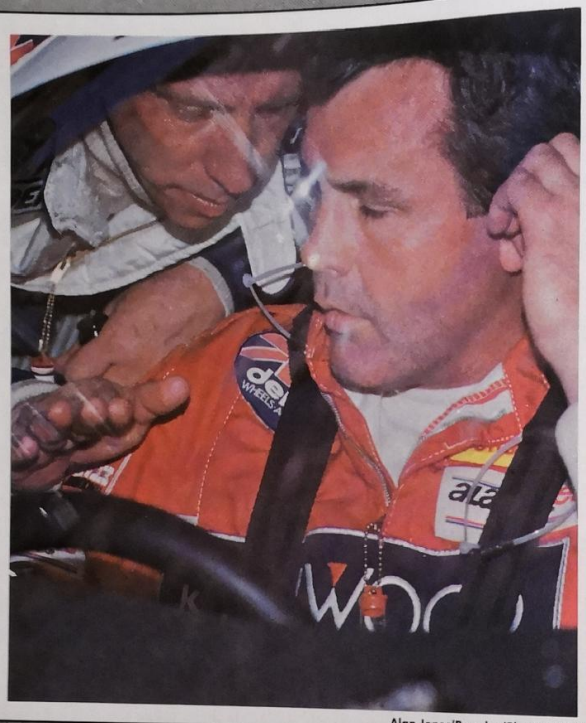
The rules. A thorn in Tullius' side, these rules. All he wants is a formula that will allow a non-turbo car to compete on a level terms with the turbo brigade. Always conscious of Jaguar's high reputation Tullius can only say: *"Mr Egan has said to me that we should come back next year if the rules are realistic for us. We are not Porsche and we're not asking for special rules to suit our cars. No, we simply want to be able to compete on an equal footing with the rest of the teams."*

So, at the end of the day, Tullius was happy to be back - sixteen years after he came with the Howmet turbine project.

"We came to learn. A finish in the top five would have been a miracle. I mean how many times did Ford race at Le Mans before they got it right - and what was their budget? Just give us a little more time."

Not once did Tullius show any bitterness or anger at the end result. After all he might have won. Rather he spoke of the warmth of the reception given to Jaguar on this historic return to the 24 Heures. He needn't have worried that people would criticise the American connection and say it was not a real Jaguar return. No, any lingering worries and doubts he may have had disappeared when the teams assembled on Saturday afternoon before the start. Without doubt the biggest reception was saved for the Jaguars and he savoured that moment in front of the huge crowds who'd come to witness the event. Not to bask in his own glory but to feel immense pride in representing the name of Jaguar. And that feeling of pride was well deserved.

Xavier Chimits



Alan Jones/Porsche (Photo: DPPI)

ALAN JONES COLUMN

A LOT OF PEOPLE ASKED ME AT LE MANS IF THIS WAS MY BIG COME-BACK TO MOTOR RACING. THE ANSWER, TO BE PERFECTLY HONEST, IS THAT I DON'T really know. It's nice to pack your bags and go motor racing, but I'm enjoying myself back home in Australia so much that I don't think I shall be making a full-time return to the sport. Although I enjoyed getting into a big, powerful car like the Kremer Porsche, the fact remains that my home in Australia is a long way from most of the major races, and there's a limit to the amount of travelling I want to do, even if the shopping in Hong-Kong on the way back is very attractive.

When I came to Le Mans, I must confess that I liked the atmosphere. As I said in a GPI column last year, I had some happy memories of a trip I made to the race when I was a teenager, so at least I had some idea of what to expect. But I had no idea that everybody would be so nice to me, in spite of some of the things that I used to say about our French cousins!

One of the most amusing moments of the week for me was on the afternoon when the organisers had arranged for several of us to give rides to various journalists. Believe it or not, when they produced "my" passenger it turned out to be none other than Jabby Crombac, a guy whose anti-Australian writing (most of it aimed at me) has probably done more damage to Franco-Australian relations than the bloody atom bombs which the French insist on testing down in our corner of the world...

Needless to say, I was strongly tempted to wind up the turbo boost pressure as far as it would go in the hope of frightening Jabby. But apart from his attempts to use his camera while we were going through some of the quick swerves(which almost knocked him unconscious), everything went fine. I think that I may even have made a friend of a Frenchman.

As far as I was concerned, at Le Mans I was a complete newcomer. I was lucky to have my friend Vern Schuppan, last year's race winner, as one of my co-drivers, and I enjoyed meeting up again with Jean-Pierre Jarier. Vern and I joked that we had only got Jean-Pierre on the team to drive when we didn't want to, for example when it was raining, or dark, or at meal times. But we all got on pretty well, and our times were more or less equal.

Of course I would have been happier if I had been allowed more time in the car. It was a brand new 956, and what with all the little sorting-out problems, when the race started I had only had about 15 laps in it. I was still learning my way around the circuit, and I would not have been surprised if other drivers had been complaining about me being in their way, for once.

The fact remains that FISA now has a difficult job deciding what to do about the sports car regulations. Cars like the Porsche 956 have a terminal speed which is higher than an F1, and the acceleration figures are almost equally impressive. The opportunity is there for a wealthy amateur to buy one, and he may not have served the apprenticeship required of an F1 driver — but he's in a car that is just as powerful.

Anyway, the three of us survived the experience together, although the way that Vern described it there was some guy in a slower car who attempted to make sure that we didn't. It happened at Mulsanne corner on Saturday evening, where the car and Vern were forced into the guardrail, damaging the bodywork, including the nose.

It's incredible to me that a professional team like the Kremer brothers's didn't have a proper spare nose available: instead, we had to put on a temporary nose while the original one was repaired, and that lost us some valuable time. Driving the car with the temporary nose was a pretty horrific experience. Speaking personally, I'm not at all keen on the prospect of driving a 200 mph sports car over rises in the road with the front end porpoising so badly that it wants to take off.

Still, we did lead the 24 Hours on several occasions during the first quarter of the race, which will be something for me to tell my grandchildren. I don't think that it's boasting to say that we were quicker than most of the other Porsches, because the trick in any form of racing is to finish. And in spite of our speed, we nearly didn't finish this one.

I'm not exactly sure what happened because I had left the circuit when it happened, but I was due to take over the car with less than two hours left to go. Jarier handed it over to me, all the temperatures seemed OK, and I was heading down to Mulsanne when a loud explosion signalled what I can only assume was a major engine failure.

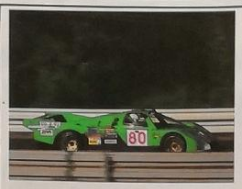
When I left the circuit all I wanted was a comfortable bathroom all to myself, a good sleep and someone to put me on the next plane back to Oz. I was homesick and I wanted to go back to being a working man in my recently adopted state of Queensland. This is the only race that I've done this year: it may be the only one I'll do this year. From time to time I go through periods of regret that I didn't stay in F1 for a couple more years. But I also have times, like when I'm lying on the beach at Surfers Paradise with a can of beer in my hand, when I think that they'll never catch me back in Europe.

I'm glad I did Le Mans, and it certainly won't do any harm to the Porsche dealership which I recently opened up in Southport on the Gold Coast, south of Brisbane. And who knows, someone may just have been sufficiently impressed by my showing at Le Mans to offer me a Formula 1 drive...

Alan Jones

Hour by hour - Hour by hour - Hour by hour - Hour by ho

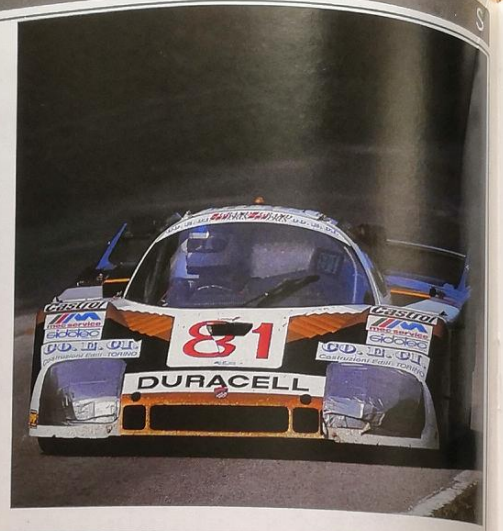
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
4	MARTINI RACING Nannini, Wollek		11	4	11	11	11	4	4	4	4	5	5	4	4	33	4	4	7	7*	7	7	7	7	7
5	MARTINI RACING Barilla, Heyer, Baldi		14	11	8	4	4	33	33	5	5	4	4	5	33	4	33	33	26	26	26	26	26	26	26
6	BP RESIDENCES MALARDEAU Lapeyre, Martini, Gabiani		4	8	4	33	33	5	5	33	26	33	33	33	7	7	7	7	11	11	11	11	11	11	33
7	NEW MAN JOEST RACING Pescarolo, Ludwig, Belmondo		8	14	33	8	5	11	26	26	33	26	26	7	26	26	26	26	33	33	33	33	33	33	11
8	NEW MAN JOEST RACING Schlesser, Johansson, de Narvaez		20	20	5	5	40	26	11	44	44	44	7	26	44	44	44	44	44	4	4	4	4	4	9
9	BRUN MOTORSPORTS Gmbh Brun, Von Bayern, Akin		13	5	40	55	26	40	40	40	11	11	44	44	11	11	11	11	11	9	9	9	44	9	9
11	PORSCHE KREMER RACING Jones, Schuppan, Jarier		17	33	20	40	44	44	44	11	40	7	40	40	40	17	17	37	5	37	37	37	12	12	12
12	SCHORNSTEIN RACING TEAM Merl, Schornstein, Winter		5	40	34	26	31	12	12	17	7	40	11	11	17	40	40	9	37	44	44	9	20	20	20
13	PRIMAGAZ Courage, Dubois, Jellinek		33	17	55	31	12	17	17	7	17	17	17	17	12	9	9	5	61	12	12	12	44	17	4
14	GTI ENGINEERING Palmer, Lammers, Lloyd		55	55	17	44	61	7	7	61	61	61	14	61	9	12	12	61	44	20	20	20	37	68	17
16	GTI ENGINEERING Mason, Metge, Lloyd		34	24	26	20	17	61	61	37	14	14	61	9	37	37	37	12	12	21	21	5	68	37	68
17	PORSCHE KREMER RACING Newell, Sutherland, French		24	34	44	17	47	31	13	47	47	47	9	12	61	61	5	14	14	61	5	21	17	93	93
20	TEAM CAGGIA PORSCHE Sigala, Larrauri, Gauhier		31	26	24	12	50	50	37	12	37	9	13	14	21	5	61	21	20	5	68	68	21	109	37
21	CHARLES IVEY RACING de Cadenet, Grice, Craft		12	31	31	61	37	47	50	9	13	13	37	37	5	21	14	20	21	14	17	17	93	67	109
23	SECATEVA Dorchy, Gaudere, Patte		40	44	12	47	7	37	47	13	9	37	12	21	14	14	21	68	81	68	86	93	67	87	87
24	SECATEVA Pignard, Raviet, Pessiot		50	13	7	50	9	9	9	14	16	50	50	20	20	20	20	17	68	81	61	86	81	106	106
25	C.A.M.S. Wood, Cooper, Robinson		37	7	61	37	13	13	14	16	12	12	21	68	68	68	68	40	86	86	81	81	86	81	122
26	HENN'S T BIRD SWAP SHOP Foyt, Haywood, Henn		26	12	50	13	32	32	16	50	50	21	47	87	87	87	87	81	93	17	93	67	109	86	81
27	SC. SUPERCAR BELLANCAUTO Micangeli, Marazzi, Lacaud		44	6	37	32	55	20	20	20	20	20	20	81	81	81	81	86	17	93	67	122	122	122	86
31	VISCOUNT DOWNE/ASTON M. Mallock, Olson		32	50	13	9	20	16	31	34	21	34	34	50	93	86	86	93	67	67	122	61	87	123	123
32	VISCOUNT DOWNE/ASTON M. Salmon, Sheldon, Attwood		6	37	47	16	16	14	68	21	34	68	68	93	86	93	93	87	87	122	109	109	106	107	107
33	SKOAL BANDIT PORSCHE T. Hobbs, Streiff, Van Der Merwe		61	61	32	7	14	34	67	81	68	81	87	86	8	106	67	67	122	106	87	87	107	80	80
34	TEAM AUSTRALIA Perkins, Brock		47	32	9	14	34	68	81	68	81	93	81	13	106	67	122	122	106	109	106	106	123		
37	McCORMACK and DODGE Mullen, Bahren, Ferte		93	47	16	21	68	93	34	93	87	87	93	8	122	122	106	106	109	87	107	107	80		
38	DORSET RACING ASSOCIATES Faure, Galvin, Rea		45	9	21	6	87	87	21	87	93	16	86	106	67	8	109	109	107	107	80	123			
39	UCHIDA DOME RACING TEAM Fish, Dickens		9	80	6	93	38	81	93	38	38	38	67	47	109	109	80	107	80	80	123	80			
40	GROUP 44 JAGUAR Watson, Ballot Lena, Adamovic		80	93	80	68	93	21	32	67	6	86	38	122	38	107	107	123	123	123					
44	GROUP 44 JAGUAR Redman, Tullius, Bundy		68	67	38	81	81	38	38	6	86	67	109	34	50	80	123	80	47	34					
45	CHRISTIAN BUSSI Bussi, Ilien, Griffin		67	68	14	38	67	67	87	86	67	109	8	67	13	123	50	50	121						
47	OBERMAIER RACING Gmbh Lassig, Fouche, Graham		7	21	93	87	21	6	122	109	106	106	106	38	107	38	13	13	34						
48	JOHN BARTLETT Miguolt, Kempton, Servanin		38	70	70	67	6	122	6	106	109	122	122	109	80	50	47	47	23						
50	PRIMAGAZ Yver, de Dryver, Rousselot		81	16	81	27	27	106	86	122	122	8	16	107	123	13	34	34							
55	SKOAL BANDIT PORSCHE T. Keegan, Edwards, Moreno		70	87	68	70	122	109	109	123	8	6	107	80	47	47	121	121							
61	HENN'S T BIRD SWAP SHOP Ferte, Paul Jr, Henn		86	27	87	86	106	86	106	107	107	107	80	123	34	34	23	23							
62	PEGASUS RACING LTD Madren Jr, Speer, Pickering		87	86	86	34	109	101	62	62	123	80	123	16	16	121									
67	BFGOODRICH COMPANY Busby, Hayie, Krapp		27	81	27	80	86	62	107	80	80	123	121	121	121	23									
68	BFGOODRICH COMPANY Oureen, Norton, Katayama		16	38	67	122	8	24	8	101	101	101	23	23	23										
70	SPICE TIGA RACING Spice, Bellm, Crang		106	77	106	106	114	107	123	8	62	62													
77	ECURIE ECOSSE Wilds, Leslie, Duffield		48	106	122	109	101	55	80	24	121	121													
79	A.D.A. ENGINEERING Harrower, Wolff, Smith		21	122	77	107	62	123	101	70	124	24													
80	JOLLY CLUB Finotto, Facetti, Vanoli		122	101	109	114	24	8	24	121	23	23													
81	JOLLY CLUB Cappelli, Pavia, Dacco		79	109	114	101	107	80	114	48															
85	HUBERT STRIEBIG Striebig, Heuclin, Del Bello		109	114	107	24	80	114	27	23															
86	MAZDASPEED Co, Ltd Terada, Yorino, Dieudonné		85	107	79	62	123	27	70																
87	MAZDASPEED Co, Ltd Kennedy, Martin		114	79	101	123	70	70	121																
93	JEAN-PHILIPPE GRAND Grand, Libert, Wilmeur		101	123	62	79	85	48	48																
99	JGF ENGINEERING LTD Baker, Doret, Rossiter		107	85	123	23	48	121	45																
101	JENS WINTHER Winther, Mercer, Jensen		77	62	23	77	79	23	23																
106	CLAUDE HALDI Haldi, Heger, Krucker		123	48	85	85	121	45	85																
107	RAYMOND BOUTINAUD Boutinaud, Renault, Guinand		25	23	48	121	23	85	79																
109	HELMUT GALL de Thoisy, Yvon, Dagoreau		121	45	121	48	77	79	77																
114	MICHEL LATESTE Lateste, Bienvault, "Segolen"		62	121	45	45	45	77																	
121	CHARLES IVEY RACING Smith, Smith Haas, Ovey		23	25																					
122	RAYMOND TOUROUL Tourroul, Bertapelle, Perrier																								
123	EQUIPE ALMERAS FRERES Almeras																								

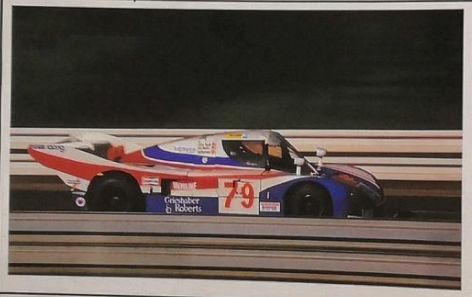


ALBA-GIANNINI

80. JOLLY CLUB/ALBA AR2-GIANNINI: Martino Finotto (I) - Carlo Facetti (I) - Mario Vanoli (I)
81. JOLLY CLUB/ALBA AR2-GIANNINI: Almo Coppelli (I) - Davide Pavia (I) - Guido Dacco (I)

As expected, the Alba AR3 powered by a Ford engine, which was seen at Silverstone, was not at Le Mans. That left the two AR2s with their 1840cc 4 cylinder turbo Giannini engines the job of defending the C2 world championship's lead. The Jolly Club Albas are using turbos developed by CARMA, a company belonging to Facetti and Finotto.
Both cars are now using Dunlop tyres, although the No. 81 had been on Pirellis at both Monza and Silverstone. This Alba is the first of the AR2 series which explains why it's been weighing in at 760 kilos as against 720 for the number 80. At Le Mans both Albas were 25 kilos heavier than at Silverstone, the reason being reinforced bodywork, the addition of a second battery and the installation of a better ignition system.
Facetti and Finotto have done a lot a work on the fuel consumption of the Giannini engine, which is the weak point for these quick little Albas, and have brought the power down to 380 horsepower as against 400 horsepower at Silverstone.
The Albas were designed by engineer Stirano who owns the two cars and were perfected at the Pininfarina wind tunnel in Italy.





ADA-FORD

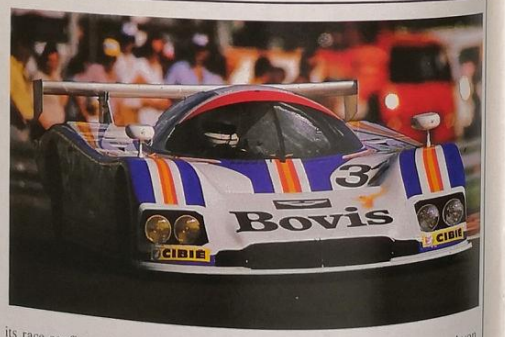
79. ADA ENGINEERING/ADA-FORD : Ian Harrower (GB) - Bill Wolff (USA) - Glen Smith (USA)

The ADA-Ford is without question the oldest car in the field at the 1984 Le Mans race. It's in fact nothing more than a metamorphosis of the antique de Cadenet 2 litre Lola from 1974, transformed for the occasion into a car of the C2 class.
Already entered in 1982 and 1983 by ADA Engineering, the car is powered by a Ford Cosworth 3300cc V8 engine and is equipped with a Hewland gearbox prepared by Nicholson. The London-based team is sponsored by Hawaiian Tropic and Valvoline. They bought out all of the Fittipaldi team's equipment when Emerson decided to give up his F1 activities at the end of 1981, and because of this they are using many of the parts which would have been found in the English racers. Their race schedule for the rest of 1984 is very thin: only a few Thundersports races in Great Britain are on the agenda.
The team is made up of Englishman John Harrower, who is the owner of the ADA, and two Americans: Glen Smith, a Super Vee driver, and Bill Wolff, a Formula Ford driver.

ASTON MARTIN NIMROD

31. VISCOUNT DOWNE WITH ASTON MARTIN LAGONDA LTD/ ASTON MARTIN NIMROD-004: Ray Mallock (GB) - Drake Olson (USA)
32. VISCOUNT DOWNE WITH ASTON MARTIN LAGONDA LTD/ASTON MARTIN NIMROD: Michael Salmon (GB) - John Sheldon (GB) - Dick Attwood (GB)

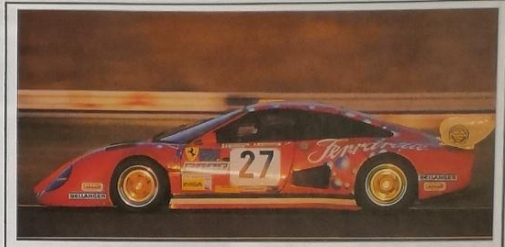
This team from Newport Pagnell, in Buckinghamshire, has entered two cars, as it had in Silverstone last May. The No. 31 car, however, which is driven by Englishman Ray Mallock and American Drake Olson, who is the son of the Aston Martin importer in the United States, has been heavily modified since the 1,000 kms. The double turbo engine has been temporarily put aside, a victim of insufficient endurance testing, a maximum of ten hours only having been run.
The managers of the British team decided to play it safe instead, and have equipped Mallock's car with a sharper, normally aspirated engine. This 5300cc V8 engine develops 585 horsepower in its race configuration, as opposed to only 560 for the team's second car. The No. 32 car is driven by Englishmen Michael Salmon, John Shelton and Dick Attwood, who is a former Formula 1 driver with Lotus, BRM and Cooper-Maserati.
The 004 has been considerably lightened, most evidently by the use of new bodywork made of kevlar, which has allowed the team to gain something like 50 kilos. The car weighs 940 kilos, as against 1,000 kilos for the 005. Ray Mallock, a former Formula 2 and Formula Atlantic driver who designed the Ecurie Ecosse's C2 class car, is in charge of the development of the Aston Martin Nimrods are aluminium monocoques. They use Hewland gerboxes and are on Avon tyres.
What happens next in their competition programme for 1984 is not absolutely certain yet. The British team gets financial support from Bovis, a construction firm. They do not plan to compete at the Nürburgring — the excessive weight of these cars would put them at a tremendous disadvantage there — but they will be present at Brands Hatch (a patriotic imperative, no doubt) and perhaps at Spa.



ECOSSE-FORD

77. ECURIE ECOSSE/FORD C284-FORD: David Duffield (GB) - Mike Wilds (GB) - David Leslie (GB)

It's not really surprising that the rear end of the Ecosse does strangely look like a Nimrod's. Ray Mallock conceived and made the Aston Martin bodywork, and he used the same moulds for the Ecosse C284, which he assembled in his Northampton workshop. For its return to Le Mans after an absence of almost 20 years, the famous Ecurie Ecosse C284 is equipped with a rear wing placed 5 centimetres higher this time. The chassis was constructed by John Thompson using a De Cadenet single seater for its base. Scotsman Leslie, the 1981 Formula Atlantic champion in England, joins fellow countryman Duffield and Englishman Mike Wilds, a former BRM and Ensign F1 driver.
The Ecosse team will be using the Endurance version of the 3 litre Cosworth DFV engine, prepared by John Dunn at Swindon Engines. The engine develops 420bhp compared with about 480bhp on John Dunn's DFV F1 car. This power unit was used by Ecosse at Silverstone as well as for practice at Le Mans. The Ecosse deserved to win in the C2 group at Silverstone, and it is on Avon rubber.



IMSA GTX

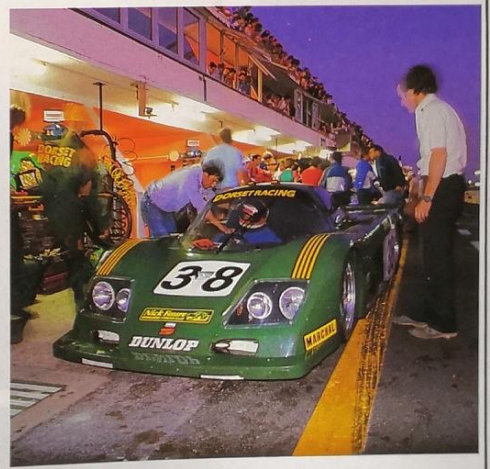
27. SCUDERIA SUPERSTAR BELLANCAUTO/FERRARI 512: Maurizio Micangeli (I) - Roberto Marazzi (I) - Dominique Lacaud (F)

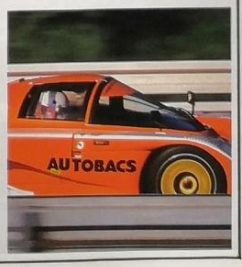
The Scuderia Bellancauto Ferrari is the only car entered in the IMSA GTX category. It also has a most symbolic peculiarity. The managers of this Italian team - which is in fact a competitions branch of a Fiat distributor based in Rome - have requested the No. 27 for their car as a tribute to the late Gilles Villeneuve.
This 512 is powered by a V12 Ferrari F102B engine. It develops some 550bhp. The Bellancauto participated in the 1980 and 1981 editions of the Le Mans Endurance race, and for this year carried out a great deal of testing (about 30 hours) on both circuits (Monza and Vallelunga) and the open road, (the Italian team used a straight portion of a main road to test the reaction of the car at high speeds). The 512 is fitted with a 5 speed Ferrari gearbox, and is thus able to reach a top speed of 330 kph. It weighs in at 1,015 kilos. It is on Dunlop rubber.
Adjustments to suspension settings have greatly improved road handling. The team's aim for 1985 is to compete in as much of the season as possible, with a completely new chassis, whether the races are in Europe or further afield. Dominique Lacaud finds himself with two Roman team-mates for the 24 hours - Maurizio Micangeli and Roberto Marazzi, who raced in the European Formula 2 championship a few years ago.

DOME-FORD

38. DORSET RACING/DOME RC 82-FORD: Nick Faure (GB) - Mark Galvin (IRL) - Richard Gomes (GB)
39. UCHIDA DOME RACING TEAM/DOME RC 83-FORD: Eje Elgh (S) - Stanley Dickens (S)

Dorset Racing's yellow and green Dome was already seen this season at Silverstone, and it took part in last year's edition of the 24 hours driven by Salazar-Craft. Since then Colin Bennett, the owner of Dorset Racing, has revised the suspension settings on the Japanese car and has also placed a rear wing high up. This rear wing is in its final position and will not be changed. The Hewland TL used at Silverstone is replaced here by a Hewland VG. The Dome weighs in at 930 kilos. It is powered by a 3.3 litre Alan Smith Cosworth DFL, which develops 510bhp. The bodywork is made out of fibreglass and has an aluminium wing.
The RC83 Dome entered by the Japanese company only weighs 855 kilos. The Dome factory has been entering the orange and white car in the national Japanese Endurance championship since last year. It is slightly more compact than its predecessor. This is the first time it has been seen in Europe.
In Japan, Dome use the fast Fuji circuit to carry out testing, and the RC83 didn't require any particular adjustements to be made for Le Mans. The only exception was a smaller rear wing. The chassis is made of a combination of honey comb fibre and aluminium. It's aerodynamic efficiency is better than that of the RC82. Swedish drivers Elgh and Dickens, who regularly drive for Dome in Japan, team up here. Eje Elgh competed a good while in the European F2 championship and now spends the better part of his time in Japan, as much for Endurance as F2. Minoru Hayashi, Dome Company's Chairman, is working on an RC 84 which will be powered by a 2.1 litre turbo Toyota. This car should be ready in time for Fuji. The Dome RC83 is powered by a 3.3 litre Cosworth DFL and uses Japanese Dunlop tyres. The RC 82 uses European Dunlops.





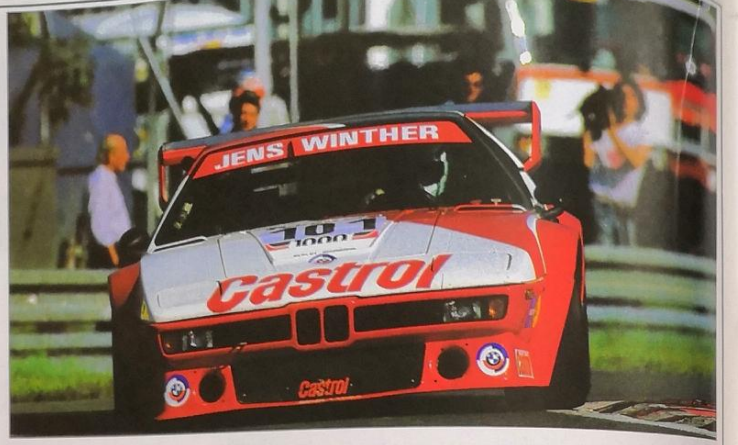
COUGAR-FORD

4. PRIMAGAZ/COUGAR C02-FORD: Yves Courage (F) - Michel Dubois (F) - John Jellinek (USA)

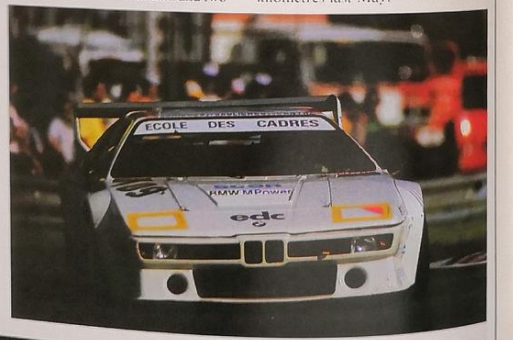
Yves Courage's small team spent a great deal of time taking the Cougar through the wind tunnel since the Silverstone race to improve streamlining. The front bonnet is narrower, the tail has been lengthened by 10 centimetres. Extra air inlets in the bodywork on the door and rear hood levels have been added. The internal air flow has been modified and a slim projection has been fitted to the tail and rear appendages have been added.
As for the drivers themselves, Yves Courage is no longer assisted by Alain de Cadenet who is entered on Charles Ivey's 956.
This decision has been compensated for by two experienced 24 Hour drivers, Yves Dubois and the American, Jellinek (who drove the Arundel at Silverstone). Jellinek brings a backer, Budweiser beer, whereas Courage, who actually lives in Le Mans has managed to find a new sponsor, the county of the Sarthe. The Cougar weighs in at 857 kilos and is powered by a 3.3 litre Cosworth DFL prepared by John Nicholson and is on Michelin tyres specially designed for the race at Le Mans.

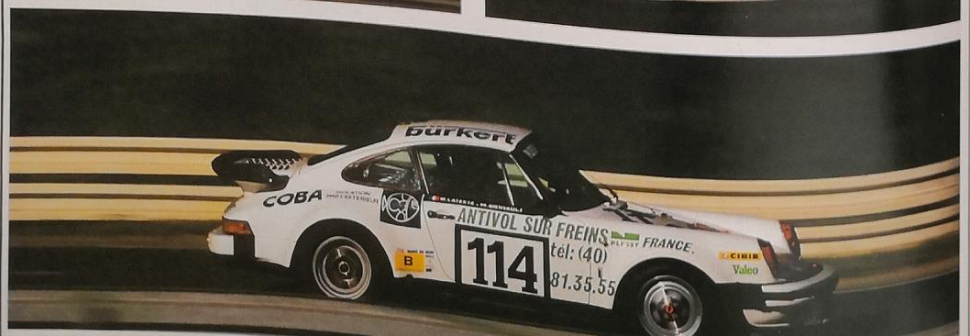
GROUP B

101. JENS WINTHER/BMW M1 :Jens Winther (DK) - David Mercer (GB) - Lars Vigo Jensen (DK).
106. CLAUDE HALDI/PORSCHE 930 :Claude Haldi (CH) - Jean Krucker (CH) - Altefrid Heger (D).
107. RAYMOND BOUTINAUD/PORSCHE 928 :Raymond Boutinaud (F) - Philippe Renault (F) - Gilles Guinand (F).
109. HELMUT GALL/BMW M1 : Pierre de Thoisy (F) :Jean-François Yvon (F) - Philippe Dagoreau (F).
114. MICHEL LATESTE/PORSCHE 930 :Michel Lateste (F) - Michel Bienvault (F) - "Segolen" (F)



There are only five cars participating in Group B this year, compared to last year's eight. They are two BMW M1s, two Porsche 93 Ds and a 928. The BMW concessionary agent in Copenhagen, Jens Winther, is entering the M1, which has already won in its category at the Monza 1,000 kms. The car has been prepared by Radlinger, previously associated with BMW Motorsport in Fribourg. It is equipped with a 3498cc, 6 in-line, 490 bhp engine and has a 5 speed ZF gearbox. It uses Avon rubber. The car weighs in at 1,100 kilos, and the oil radiator has been modified since Silverstone. For its second participation in the 24 hours, the car is being driven by Jens Winther, Lars Vigo Jensen and Englishman David Mercer.
Sponsored by Castrol and BMW, Winther plans to take part in all the seasons' races with the exception of the Fuji 1,000 km. The second M1 is none other than Helmut Gall's car, which raced at Silverstone. The car was used by Manfred Winkelhock in Procar, it has a 450bhp engine and weighs 1,150 kilos. This M1, entered for the first time in the Le Mans 24 Hours, is driven by production driver Pierre de Thoisy, Philippe Dagoreau and le Mans native, Jean-François Yvon and uses Dunlop rubber. The Koblenz team will be participating in all this seasons's races.
As in 1983, Claude Haldi has entered a Porsche 930 with a 4190cc. flat 6 cylinder turbo engine, it develops 400 bhp and is on Michelin tyres. The car from the Lausanne team has a repositioned large-capacity water radiator and weighs 1,235 kilos. Claude Haldi along with two protagonists from the European R5 turbo Championship, Jean Krucker and Altefrid Heger are at the wheel.
The other 930 is entered by the Lateste team who are based in Chateaubriant in the west part of France. It is powered by an engine developing 350 bhp. This car has been entered for a fair number of hill climb races and Rallies since the Monza and Silverstone Endurance races earlier on this year. It weighs in at 1,240 kilos. Michel Lateste and Michel Bienvault, along with "Segolen" are the drivers making up the team for this race.
The Porsche 928 seen at last year's edition of the Le Mans race has been entered again by bodywork constructor, Raymond Boutinaud from Limeil-Brévonnes. The V8 engine has an engine size of 4664cc and develops 375 bhp. The gearbox is a five speed. This 928 is using Michelin tyres for the race and is driven by Raymond Boutinaud and two complete novices, at this particular race at Le Mans, Gilles Guinand and former French Formula Renault champion, Philippe Renault. It is the same team that competed in the Silverstone 1,000 kilometres last May.

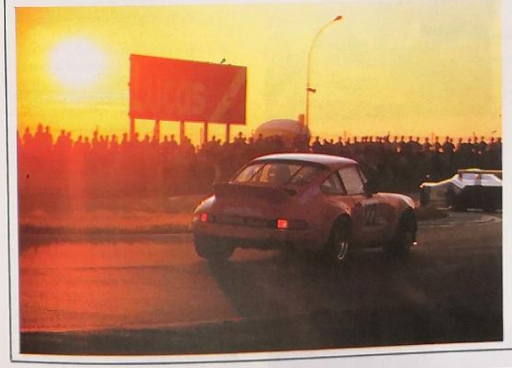


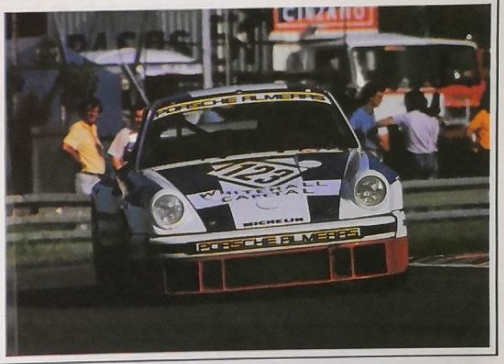


IMSA GTO

121. CHARLES IVEY RACING/PORSCHE 93D: Paul Smith (GB) - Margie Smith-Hass (USA) - David Ovey (GB)
122. RAYMOND TOURDUL/PORSCHE 911: Raymond Tourdul (F) - Valentin Bertapelle (F) - Thierry Perrier (F)
123. EQUIPE ALMERAS FRERES/ORSCHE 93D: Jean-Marie Alméras (F) - Jacques Alméras (F) - Tom Winters (USA)

There are three Porsches engaged in the IMSA GTO category. The Charles Ivey Racing organization will have the 930 chassis at the start, the one which was victorious in the group B race here last year, when it finished 11th overall. This Porsche, No. 121, is equipped with a flat 6 cylinder 3299cc engine, with a KKK turbo and a Porsche four-speed gearbox. Noticeable improvements have been made in the aerodynamics of the car, the front bonnet having been modified. Having raced already at Silverstone, this 930 should be in the field both at the Nürburgring and at Brands Hatch. It's driven by two Englishmen, Paul Smith and David Ovey, and one American, who also happens to be the only woman engaged in the race: Margie Smith-Hass, who normally drives in IMSA across the Atlantic.
The Alméras brothers from Montpellier have entered the other 930 in the IMSA GTO category. The car is using the chassis of the Alméras 930 which finished 15th in the overall results here last year, but is now powered by a flat six cylinder 3298cc turbo charged engine, the equivalent of a 4618cc engine. It develops approximately 480 horsepower. The gearbox is a Porsche four speed. The tyres are Michelins, a new variation of the TRX type. The car weighs 1,150 kilos and is driven here by Jean-Marie and Jacques Alméras who will be joined by American driver Tom Winters, who drives Porsches, mainly 924s, in the U.S.
Third and last of the GTOs engaged is the Porsche 911 entered by the Tourdul team based in Créteil near Paris. Equipped with a flat 6 cylinder engine of 2922cc developing 320 horsepower. this 911 has a five-speed gearbox and weighs 950 kilos. After Monza and Le Mans, this team plans to enter its car at the Nürburgring and Spa this year. Valentin Bertapel and Thierry Perrier will be sharing the drive with Raymond Tourdul.

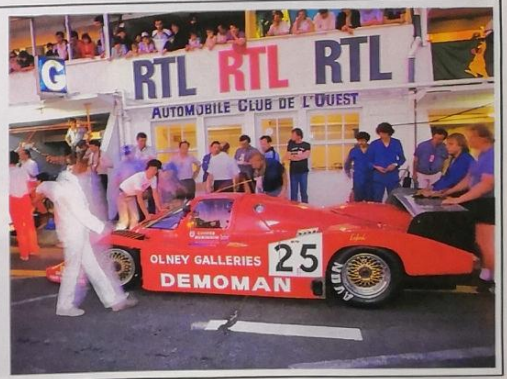




GRID-PORSCHE

25. CAM MOTORSPORT/GRID S2-PORSCHE: Dudley Wood (GB) - John Cooper (GB) - Barry Robinson (GB)

Suddenly, no more sign of the Spanish sponsors on the Grid (they were Julio Iglesias, Hola and Iberia), and just as suddenly no more news of Elio de Villota. While giving up its usual number to the 956 entered by Charles Ivey, the red Grid powered by a 3 litre Porsche double turbo engine continues to race under the auspices of its original team. Sporting a new name and the licence of a new competitor, it is doing so only in support of the cause (the organizers at Le Mans having been reluctant to accept three cars - a 956, the Grid, and a 930 - entered by Charles Ivey).
Mike Brunt and his team have reworked and improved the aerodynamics of the car: the front bonnet is now divided in two, its extremeties are rounded and no longer angular, air extractors have been drilled into the rear hood and the lateral flanks are flat where they used to curve inwards. The rear bodywork now covers less of the tyres.
The Grid's main handicap is its excessive weight (890 kilos), which is in part a result of its very thick fibreglass bodywork. It is a pretty car which has maintained the high and wide rear wing seen at Silverstone.
In addition to "Demo Man", a demolition concern belonging to Barry Robinson, a new sponsor now graces the sides of the car: Olney Gallery, a furniture shop whose owner is none other than Dudley Wood. The Grid is an Avon tyres.



JAGUAR

40. GROUP 44/JAGUAR XJR5: John Watson (GB) - Claude Ballot Lena (F) - Tony Adamowicz (USA)
44. GROUP 44/JAGUAR XJR5: Brian Redman (GB) - Bob Tullius (USA) - Doc Bundy (USA)

One of the major events of this edition of the Le Mans 24 Hours was undoubtedly the presence of Bob Tullius' superb Jaguars. They are XJR5s designed by Lee Dykstra, the Group 44 engineer, and they are powered by a normally aspirated V12 Jaguar engine. It develops approximately 600bhp.

It certainly couldn't compete against the Porsche turbos, but Tullius has insisted on low fuel consumption and torque on his engines. Since our last "cockpits" which featured the big cats at Sebring the following changes have been made: the Jaguars are equipped with a transmission air cooling system which is independent of the engine water cooling system. Both cars have an electronic controlling device for the engine. Each is unique, and was being tested at the first rounds of the IMSA championship

The Jaguars have gone back to using the single level rear wing for fast circuits. They hadn't been used since Daytona. The cars are on Goodyear rubber and weigh in at 900 kilos.

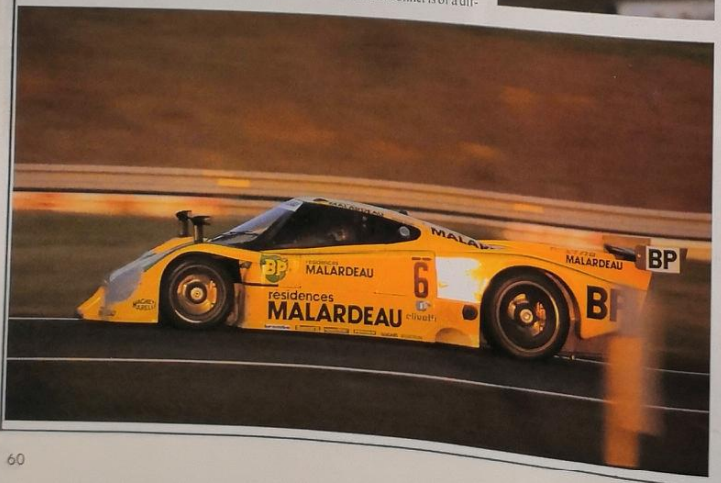
Pat Bedard suffered a fractured jaw at Indianapolis and as he was not able to compete at Le Mans, Tullius called up Tony Adamowicz who competes in IMSA driving a March-Chevrolet. He also recruited Claude Ballot Lena and John Watson. The latter was thus able to take part in his first race of the year. Group 44's owner has a tendency to pick experienced drivers. With Adamowicz, Ballot Lena and Watson, he knew what he was up to. The Jaguars had to forfeit four out of nine races in the IMSA championship to date, in order to be able to come to Le Mans, just as the March-Buick had to. Tullius remained extremely cautious about how the Jaguars would finish; he repeated to all those happy to listen that it was only a trial race. Which does imply that Jaguar might be making a definite come-back. Who's complaining?

LANCIA

4. MARTINI RACING/LANCIA LC2-83 OD5: Bob Wollek (F) - Alessandro Nannini (I)
5. MARTINI RACING/LANCIA LC2-83 OD3: Hans Heyer (D) - Paolo Barilla (I) - Mauro Baldi (I)
6. RESIDENCES MALARDEAU/LANCIA LC2-83 OD2: Xavier Lapeyre (F) - Pierluigi Martini (I) - Beppe Gabbiani (I)

This year, as last, three Lancia LC2s were entered for the Le Mans Endurance race. This time only two were sporting the Martini colours, the other was entered by Residences Malardeau and was also backed by BP. The Lancia has done a great deal of private testing since the Silverstone 1,000 kilometres in order to prepare for the Le Mans race. All the testing took place at Monza, Mugello or at the Caselle Turin Airport for the works cars, simulating the long Hunaudières straight. The idea behind it all was to improve on reliability as the cars didn't get past the half way stage last year.

The three cars are powered by 2598cc V8 Ferrari engines with twin KKK turbos, (giving a corrected engine size of 3611cc). They produce about 700bhp for qualifying and 640bhp in race configuration. A five speed gearbox has been fitted. Top speed has been improved as a result of improvements to the cars' aerodynamics - the rear wing is smaller, and the front bonnet is of a different design. The Denlock device which was not satisfactory at Monza but more so at Silverstone has been kept. All three cars are on Dunlop tyres.



The Lancia drivers in the Martini team have been changed around enormously when compared to the first races of the season. On the 005 chassis, former Porsche driver Bob Wollek finds himself with F2 driver, Alessandro Nannini, who usually drives for the Italian Minardi team. He was called in to replace Riccardo Patrese who is racing at the Montreal Grand Prix this weekend. Driving the 003 is Paolo Barilla who competed in F2 in 1983; he teams up with Mauro Baldi, who is lacking in funds and has been replaced in the Spirit F1 team by Huub Rothengatter for the Canadian GP. They will exist as a team just for this race at Le Mans.

For the next round at the Nürburgring 1,000 kilometres on July 15, the works team drivers will be shuffled around again. Pierluigi Martini, last year's F3 European champion is at the wheel of the Residences Malardeau car, his team-mate is former Osella F1 driver Beppe Gabbiani and the third man to complete the team is French Production driver, Xavier Lapyere.

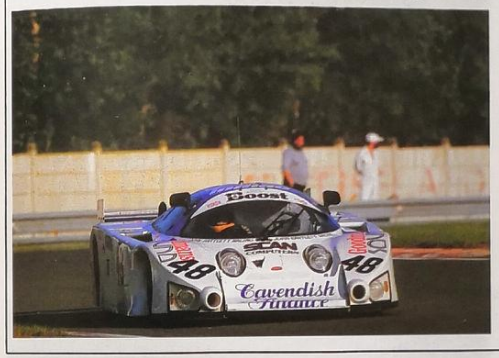
The 002 chassis of this car is none other than one of the official Lancia ones used at Monza, to which a certain amount of Jolly Club's 006 elements have been added. The engine and the gearbox are new. The main difference when compared with their cousins is chiefly the brake discs. They are laterally ventilated on the Malardeau car, however this entails a faster wearing of the brake pads. The Le Mans 24 hours would seem to be the only fixture which the Malardeau team have on their race calendar.

LOLA-MAZDA & FORD

48. JOHN BARTLETT/LOLA T610-FORD: Steve Kempton (GB) - François Migault (F) - François Servanin (F)
68. BF GOODRICH COMPANY / LOLA T616-MAZDA: Katayama (J) - John O'Steen (USA)
67. BF GOODRICH COMPAGNY / LOLA T616-MAZDA: Jim Busby (USA) - Rick Knoop (USA) - Bob Hayje (NL)

To help his finances along, John Bartlett decided it would be better not to drive at Le Mans, capitalizing on the opportunity of attracting drivers with substantial budgets. That put François Servanin back behind the wheel of the car he drove at the last 24 Hours, when it was owned by Ralph Cooke. François Migault, a former F1 driver who was with BRM in 1974, had hoped to drive a Camaro Challenger at Le Mans, an American chassis with kevlar bodywork made in France. The Camaro won't be ready until Spa and Migault, who hails from Le Mans, came to an agreement at the eleventh hour with Bartlett, one which could carry over to Brands Hatch and even into next season.

Bartlett and his sidekick Kempton aren't hiding the fact that, for them, 1984 is very much a season being spent learning the ropes. Their sponsor, a hi-fi concern named Goodman, has assured them of continued support through 1985, allowing them to consider buying more competitive equipment and perhaps even building their own car. At the moment, they have lightened their car since Silverstone by using kevlar and honeycomb. Which does nothing to change the fact that weighing in at 900 kilos - as against 920 at Silverstone - the Lola's main drawback is its weight. This car was already in its 'Le Mans' configuration at Silverstone, which explains why it doesn't seem to have evolved much since.



It is powered by a Cosworth DFL 3.3 prepared by Alan Smith and is on Dunlop rubber. Both Bartlett and Kempton, who has never driven at Le Mans, were said to be delighted to be collaborating with old hands like Migault and Servanin.

The two Lola-Mazdas were making their return to the world championship series after their C2 class victory at Monza. These cars are based in Woking but from time to time one of them (a third one, in fact) takes part in an IMSA championship race, driven by the likes of Knoop, Busby or Halsmer. Since Monza, the Lolas have not been much modified. We noticed a rear wing which had been lowered and moved forward, and the brake system has been improved to allow for faster changing of the pads. The cars have a monocoque chassis made of aluminium and carbon fibre and are powered by the 1308cc Mazda rotary engine with two rotors in line. The T616s are naturally enough on the same rubber as the C2 class Mazdas. For Le Mans, management at BF Godrich hired the services of O'Steen, who nearly won at Sebring this year with Stuck and Akin, and Katayama, who is an official Mazda driver. The two small Lolas, which weigh 700 kilos, are on radial BF Goodrich tyres, they being the promoters of this operation.

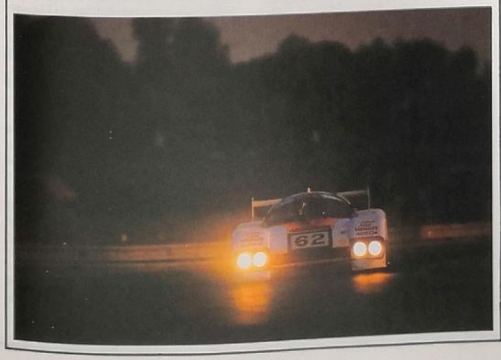
MARCH-BUICK

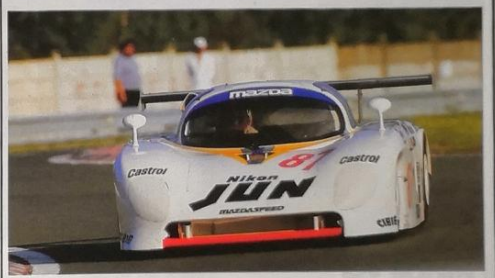
62. PEGASUS RACING/MARCH 84-BUICK: Ken Madren (USA) - M.L. Speer (USA) - Wayne Pickering (USA)

Pegasus Racing's March 84G was the first regular competitor of the IMSA championship to accept the invitation to race at Le Mans. Although the March 84G is not amongst the most regular cars, it is one of the most interesting IMSA ones as it is equipped with a 3.4 litre V6 Buick engine with a single turbo, the only one used.

The engine is prepared in the States by McLaren Engines. It produces a great amount of horsepower and as a result numerous gearboxes have gone, as well as the transmission this season. This is the reason behind Speer and Madren fitting a Hewland VG for the 24 Hour Le Mans race, replacing the usual Hewland DG. They are the promoters of the project.

What exactly is the role played by Buick in all this? Madren's remaining very discreet about it, only saying that the American engine is equipped with a Japanese turbo (Warner-Ishi) and will be marketed at the end of the season. The Pegasus Racing March 84G is backed by Davidson, an estate agency in Dallas. It is a sister to those dominating the IMSA races with Van der Merwe, Lanier or Whittington at the wheel. It weighs 900 kilos and is on Goodyear rubber.





MAZDA

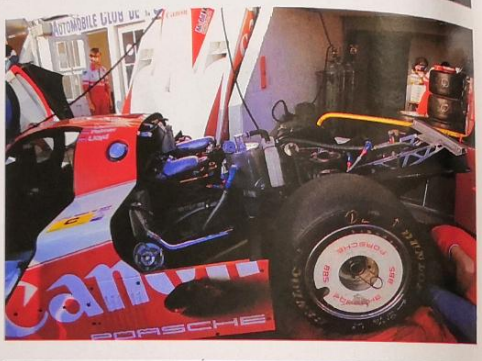
86. MAZDASPEED/MAZDA 727C: Yojiro Terada (J) - Takashi Yorino (J) - Pierre Dieudonné (B)
87. MAZDASPEED/MAZDA 727C: David Kennedy (IRL) - Jean-Michel Martin (B) - Philippe Martin (B)

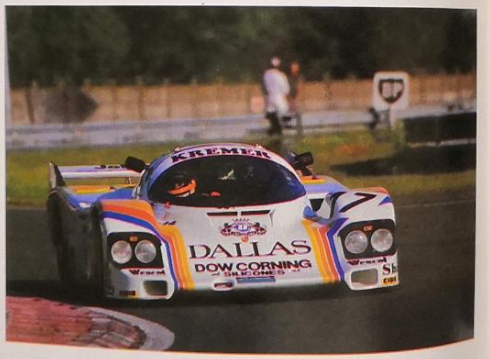
Just as they did last year, Mazda entered two cars for Le Mans after only one car went through testing at Silverstone. Yorino is one of the regular Mazda drivers, and comes here to strengthen the Terada-Dieudonné team. The pair just missed winning at Silverstone at the wheel of the 727C which now sports No. 87.

The bodywork has been made lighter and together with titanium bolts the weight of the new Mazda No. 86 is down to about 700 kilos—10 less than her elder sister. The 727Cs are variations of the 717Cs which came in 1st and 2nd in Group C2 last year when it was still called Junior.

The chassis is basically the same but various streamlining modifications have been made allowing the 727C to have its ground effect increased to 60% higher than the 717C, in spite of the resemblance between the two.

The power unit equipping the Mazdas and the Lola T616s is the 2608cc 13B Mazda rotary engine with Bosch mechanical injection. It develops approximately 300bhp. The magnesium casing, which was the reason behind Mazda losing at Silverstone, has been reinforced with bridging. Mazdaspeed's director, Mr. Takayoshi Ohashi, was the man who chose the three European drivers to make up the team for the second Mazda, based on previous Le Mans 24 Hours experience. The Mazdas are on Dunlops.

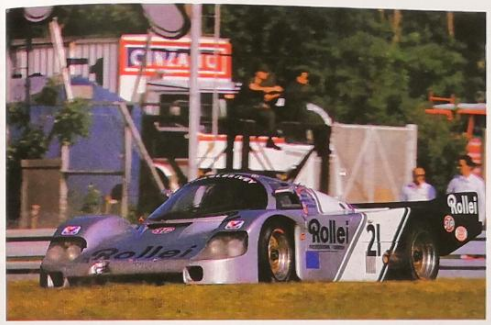


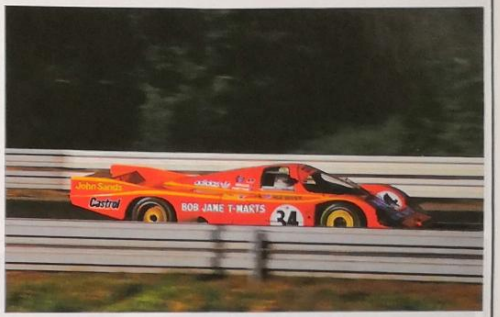


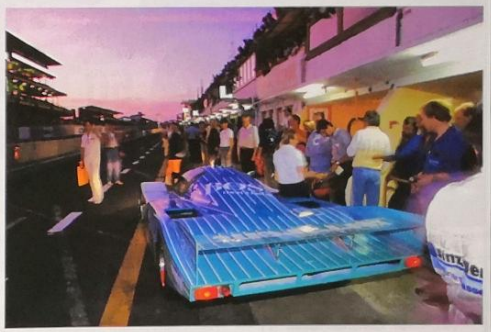
PORSCHE 956

7. NEW MAN JOEST RACING/PORSCHE 956-117: Henri Pescarolo (F) - Klaus Ludwig (D) - Stefan Johansson (S)
8. NEW MAN JOEST RACING/PORSCHE 956-104: Jean-Louis Schlesser (F) - Stefan Johansson (S) - Mauricio de Narvaez (COL)
9. BRUN MOTORSPORT/PORSCHE 956-116: Bob Akin (USA) - Walter Brun (CH) - Leopold von Bayern (D)
11. PORSCHE KREMER RACING/PORSCHE 956-115: Alan Jones (AUS) - Jean-Pierre Jarier (F) - Vern Schuppan (AUS)
12. SCHORNSTEIN RACING TEAM/PORSCHE 956-105: Volkert Merl (D) - Dieter Schornstein (D) - John "Winter" (D)
14. GTI ENGINEERING/PORSCHE 956-106: Jonathan Palmer (GB) - Jan Lammers (NL) - Richard Lloyd (GB)
16. GTI ENGINEERING/PORSCHE 956-007: Nick Mason (GB) - René Metge (F) - Richard Lloyd (GB)
17. PORSCHE KREMER RACING/PORSCHE 956-101: Tiff Needell (GB) - David Sutherland (GB) - Vern Schuppan (AUS)
20. TEAM GAGGIA PORSCHE/PORSCHE 956-111: Massimo Sigala (I) - Oscar Larrauri (RA) - Joël Gouhier (F)
21. CHARLES IVEY RACING/PORSCHE 956-110: Alain de Cadenet (GB) - Chris Craft (GB) - Alan Grice (AUS)
26. HENN'S T-BIRD SWAP SHOP/PORSCHE 956-103: John Paul Jr (USA) - Jean Rondeau (F)
33. SKOAL BANDIT PORSCHE TEAM/PORSCHE 956-114: David Hobbs (GB) - Philippe Streiff (F) - Sarel Van der Merwe (ZA)
34. TEAM AUSTRALIA/PORSCHE 956-102: Peter Brock (AUS) - Larry Perkins (AUS)
47. OBERMAIER RACING/PORSCHE 956-109: Jürgen Lässig (D) - George Fouche (ZA) - John Graham (CDN)

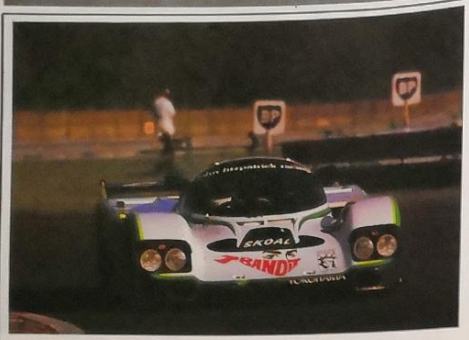
14 Porsche 956s at the start, that's one more than at Silverstone in spite of the forfeit of the works Porsches at Le Mans and the purchase of a 962 by John Fitzpatrick. Among the 956s, one must make the distinction between the 1983 models (Schornstein Racing, GTI Engineering 007, Charles Ivey Racing, Obermaier Racing), the 1983 models in the 1984 configuration (New Man 104, GTI Engineering 106, Kremer 101, Gaggia, Swap Shop and Team Australia) and finally the 1984 models (New Man 117, Brun, Kremer 115, Skoal Bandit).
The modifications from 1983 to 1984 have to do with the overall use of the Motronic electronic management system in the private entries, the brakes, the front suspension and the lower bodywork. The drivers who have been behind the wheel of both the 84 models and the 83 models modified to '84s can't tell the difference between the two. All the Porsches at Le Mans had a long tail. It is usually seen accompanied by a long and thick bonnet whose purpose is to reduce downforce at the front.

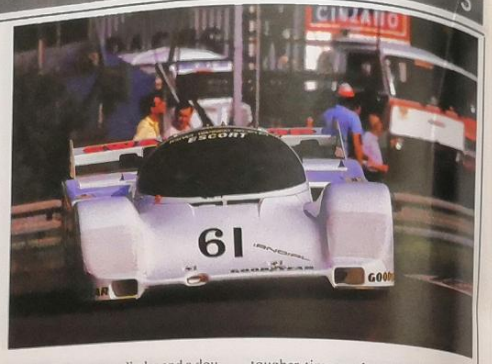






The ghost of many blown engines hung around the Porsche armada at Le Mans and in an effort to make it dissapear Joest decided quite simply to get rid of the electronic injection system which he considered to be at the root of his problems. He was the only one to opt for that solution.
The major part of the work done by the teams has been to the lower bodywork of the 956s, and it would be impossible to find two similar lower body sections between the 956s of Joest, Fitzpatrick, Lloyd and Kremer. The new chassis which former Lotus engineer Nigel Stroud is preparing for Richard Lloyd is not yet ready. It should be by the end of the month, in time for the Norisring.
As expected, Joest had a third car in his line-up, having taken delivery of a 1984 956 which he turned over to his star team of Ludwig-Pescarolo-Johansson. Paul Belmondo, who should have been the third man in the above mentioned trio at the insistence of his sponsor, New Man, wisely decided not to follow through with the idea in light of his lack of experience. The 956 which took second place at Silverstone therefore went to Johansson-Schlesser-de Narvaez. Given the choice, Schlesser preferred driving at Le Mans to taking over the Spirit drive left vacant in Montreal by Baldi. De Narvaez won the 12 Hours of Sebring this year in the company of Johansson and Heyer in a Joest 935.
Bob Akin, who drives a 962 in IMSA, teamed up with Walter Brun and his habitual team-mate, the Prince von Bayern. Which is a standard exchange of sorts, as Brun will be behind the wheel of Akin's Porsche in the next edition of the Daytona 24 Hours. As expected, Alan Jones returned to competition here at the wheel of a 956 Kremer, where he was joined by his old mate Schuppan and Jean-Pierre Jarier. René Metge, who won the Paris-Dakar driving a Rothmans-Porsche, was with Lloyd and Mason in the camera-equipped 956 which was already seen at Silverstone. It's no longer the Rothmans spare car, rather the 956 which was damaged in Bellof's accident at the Nürburgring last year and rehabilitated by Lloyd. Lloyd, by the way, had traded in his Canon overalls for a new Rothmans pair. A mere detail, perhaps, but which one may grow increasingly significant as the season draws to a close.
David Sutherland maintains his spot at the wheel of the second Kremer Porsche, accompanied this time by Tiff Needell and Vern Schuppan. Joël Gouhier, who is usually competing against Sigala in Renault 5 Turbo European races, will be sharing a drive with the Italian and de Larrauri in Walter Brun's 956 Gaggia. Team-mates for the eighth time this year, Alain de Cadenet and Chris Craft are driving the 956 which Team Australia had at Silverstone. The car was bought by a British collector, Paul Vestey, who wanted to see it race one last time at Le Mans before it went off to the museum. The Australian driver Grice, a production car racer at home, makes up the team on this grey 956.
Preston Henn preferring to drive his new 962, he turned his 956 over to John Paul Jr and Jean Rondeau. The car had been languishing in a corner of his garage at Weissach. As a gesture of thanks, Rondeau proposed accomodation at his ultra-modern facility which is just a stone's throw from the circuit.
Team Australia took advantage of the Fitzpatrick 956 left vacant by Keegan-Edwards while South African driver Van der Merwe came to lend a hand to Streiff-Hobbs, replacing Boutsen who had Formula One obligations in Montreal. Another newcomer in the Boss 956: Canadian driver Graham, who normally drives in IMSA. All the Porsches are on Dunlop tyres with the exception of Henn (Goodyear) and Fitzpatrick (Yokohama). The 956s use flat 6 cylinder 2649cc engines with double KKK turbos.





PORSCHE 962

55. SKOAL BANDIT PORSCHE TEAM/PORSCHE 962-105: **Rupert Keegan (GB) - Guy Edwards (GB) - Roberto Moreno (BR)**
61. HENN'S T-BIRD SWAP SHOP/PORSCHE 962-104 : **Preston Henn (USA) - Michel Ferté (F) - Edgar Doren (D)**

Two 962s were at Le Mans to celebrate this model's first victory, a week earlier, at the IMSA Mid-Ohio race with Holbert and Bell at the wheel. John Fitzpatrick's 962 feels no shame at being called a half-breed, as it is in fact a 962 chassis (with a wheel base that's 14 cms longer to allow for the pedals fitting in behind the axle of the front wheels) with a 956 engine, which is to say a 2640cc with four valves per cylinder and a double KKK turbo.

In a sense, Fitzpatrick is getting ready for next year as this configuration will allow him to race at Daytona in the framework of the world championship. Preston Henn's 962, on the other hand, is a real one, with a 2800cc engine sporting double-valve cylinders and a single turbo, a set-up borrowed from the 935. Fitzpatrick called on Brazilian driver Moreno to round out his usual team of Keegan and Edwards. Henn had a tougher time getting a team together. A.J. Foyt's father died just before the race and Hurley Haywood had to bow out because of his left ankle, injured in a CART race last summer, which makes it impossible for him to drive in a race as long as Le Mans. To replace them, Henn picked up Michel Ferté, who had been soundly recommended by Jean Rondeau, and Edgar Doren who had some sound financial backing.

RONDEAU-FORD

37. McCORMACK & DODGE/RONDEAU 482-FORD: **Jim Mullen (USA) - Walt Bohren (USA) - Alain Ferté (F)**
45. CHRISTIAN BUSSI/RONDEAU M382-Ford: **Christian Bussi (F) - Bruno Ilien (F) - Jack Griffin (USA)**
46. PRIMAGAZ/RONDEAU M 382 - Ford: **Pierre Yver (F) - Bernard de Dryver (B) - Pierre-François Rousselot (F)**
93. JEAN PHILIPPE GRAND/RONDEAU M 379 - FORD: **Jean Philippe Grand (F) - Pascal Witmeur (B) - Jean-Pierre Libert (B)**

Jean Rondeau was the big loser in the 1983 running of the Le Mans 24 Hours, not one of this three M 482s making it past the half-way point. They were all victims of the fragility of the 3955cc V8 Cosworth DFL engine. The French constructor is making a discreet comeback this year to the circuit which was the scene of his greatest victory, in 1980. He's entered only one M 482 racing for an American computer company, McCormack and Dodge.

Jim Mullen, who won at Sebring in 1983, found himself this sponsor for Le Mans and spoke about it with IMSA boss John Bishop, who suggested that Mullen meet with Rondeau. Mullen being accompanied by his fellow American Bohren, there was one still seat available in the M 482 that survived last year's race. Jean Rondeau offered the drive to Alain Ferté, whose performance at the wheel of this same car last year had impressed him.

Newly repainted in two shades of blue, the M 482 has undergone profound changes since 1983 in spite of the fact that it still looks very much the same, with its peculiar rear bodywork and sidepods which make it look like a trimaran. Robert Choulet has modified the shape of the sidepods and of the lower bodywork, thus reducing the downforce of the Rondeau but making it more aerodynamically efficient. One remembers that last year the Rondeau had not been particularly brilliant in the maximum speeds it was attaining.

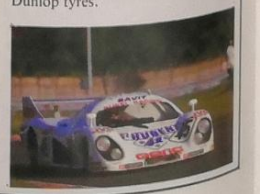
Choulet conducted a series of wind-tunnel tests on a scale of 1/4, and Jean Rondeau tested the car at Magny-Cours just before Le Mans. Compared with last year's car, the guard-plates on the rear wing are bigger in size, as are the lateral air intakes. The streamlined gearbox has been done away with in order to get improved cooling, and a second radiator has been mounted above the original radiator. The cars are on Goodyear and not Michelin rubber this year.

Last but not least, Jean Rondeau decided not to use the 3.9 litre Cosworth engine for the race, although he's kept it for use in qualifying. He preferred to put his money on the reliability of the 3.3 litre V8 DFL engine prepared by John Nicholson.

Grand's entry at Le Mans is his M 379 powered by a 3 litre V8 DFV engine. A former McLaren engine, it has been modified by Mader to conform to the fuel consumption imperatives of Group C2 (smaller camshaft and valves). It develops approximately 420 horsepower. As in the beginning of the season, Grand's team-mates are the two Belgians, Witmeur and Libert. His Rondeau, racing on Avon tyres, might have been victorious in the C2 class at Monza if it hadn't blown an engine.

At Le Mans last year, local entrant Bussi's M 382 was the only Rondeau to get across the finish line. It hasn't raced since then and is on the starting line this year thanks to sponsors brought by Bruno Ilien, a former Formula Renault driver, and the American driver Griffin. The car is on Dunlop tyres and is powered by a Mader-prepared 3.3 litre DFL engine, therefore the same as in 1983. Bussi, who was injured last year in an accident during the Moroccan Rally, hasn't driven on a circuit since Le Mans in 1982.

Finally, Pierre Yver, who was fifth at Monza and thirteenth at Silverstone this year, is entering his M 382 which had been victorious at Monza in 1982 driven by Pescarolo-Francia. In addition to his usual team-mate De Dryver, he's taken on former Formula 3 driver Rousselot. His Rondeau is powered by a 3 litre DFV prepared by Mader and is on Dunlop tyres.



STHEMO-BMH

85. HUBERT STRIEBIG/STHEMO: **Hubert Striebig (F) - Jacques Heuclin (F) - Noël Del Bello (F)**

The small team from Wissembourg in the Alsatian region of France had to retire from last year's 24 hour race just after the half way mark. For this year, Sthemo have entered a completely different car. The aluminium rivetted chassis was designed in Karlsrühe by Rudi Mosinger. It was made to fit a Mazda engine, but in fact a BMW M1 engine is used. Two 6 cylinder in line engines, with a cubic capacity of 3498 were bought by the team. The first is used for practice and testing (485bhp), the second for the race (450bhp). They are prepared by Schey in Germany.

A Hewland 5 speed gearbox has been fitted. Dunlop rubber is used. The car weighs in at 750 kilos. The bodywork has been completely redesigned and was finished just in time for the weighing in. All the team members are novices apart from Mosinger.

The Sthemo was tried out for the first time at the Sarthe circuit, and was quickly confronted with problems of rigidity. The car was handed over to usual team drivers, Hubert Striebig and Jacques Heuclin, who both take part in the German Interserie championship. They were joined by Noël Del Bello. The team also have Nürburgring as one of their fixtures, as well as Brands Hatch, on the 1984 team calendar.

TIGA-FORD

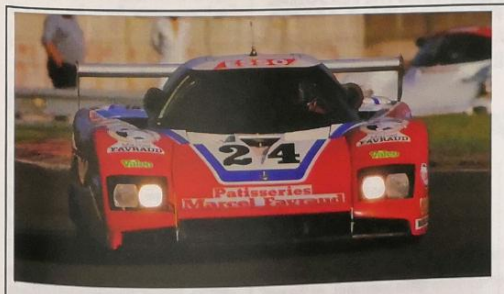
70. SPICE TIGA RACING / TIGA GC84-FORD: **Ray Bellm (GB) - Neil Crang (AUS) - Gordon Spice (GB)**
99. JQF ENGINEERING / TIGA GC 284-FORD: **Roy Baker (GB) - François Duret (F) - Jeremy Rossiter (GB)**

The Tiga GC284, first seen last year at Brands Hatch, has been fitted with a new front suspension since Silverstone. It weighs 800 kilos, which is a lot for a car in C2, and Gordon Spice intends to slim it down quite a bit. It will be the usual diet for the Tiga: kevlar and carbon fibre instead of fibreglass.

The Tiga, which was second in its class during qualifying at Silverstone, is powered by an ex-Lotus Nicholson Cosworth 3.3 litre engine and is on Avon tyres. It has four sponsors: Wasp Eze, a pharmaceutical product for insect bites marketed by Ray Bellm, Piccolini, a company making reduced size models of automobiles and headed up by Ray Bellm's father, Sweet Dreams, a line of lingerie directed by Ray Bellm's wife, and lastly a company which makes surgical apparatus and is run by (you guessed it) Ray Bellm's brother.

The second Tiga, which made its début at Silverstone, had problems at Le Mans with its electronic injection system and was eliminated from qualifying. Which is a shame, for the little C2 (a 246 cm wheelbase) looks to be an interesting car with its distinctive shape, its full bodywork over the rear wheels and its Ford 1700 turbo engine, based on a rally block and prepared by John Quentin Fischer, the initials behind and owner of JQF Engineering.

The Tiga was sporting big Ford decals on its body-work at Le Mans. Ford had indeed entrusted one of these new type engines to Howden Ganley's little team. Could it be to have some preliminary tests on the engine before it is sent on to other disciplines, for instance Group A in a Sierra? Or perhaps the idea was to make a commercial venture of C2. It remained a mystery and the members of the Tiga team were models of discretion. The GC84, latest creation from Howden Ganley, is on Avon rubber.



WM-PEUGEOT

23. SECATEVA/WM-PEUGEOT P/84: **Roger Dorchy (F) - Alain Coudere (F) - Gérard Patte (F)**
24. SECATEVA/WM-PEUGEOT P/84: **Jean-Daniel Raulet (F) - Michel Pignard (F) - Pascal Pessiot (F)**

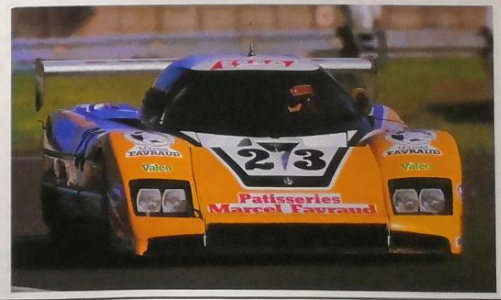
The team was created by Gérard Welter (W) and Michel Meunier (M). For the race they entered two very similar cars to last year's. They are still powered by 2850cc V6s derived form the 604, (with a Garrett turbo for qualifying and a KKK turbo for the race). This means that the engine size, when the ratio is applied, comes to 4275cc.

The engines are prepared at Lagny, in the Paris area, by Xavier Mathiot. They produce 650bhp, with 1.3-1.4 turbo pressure and 550 bhp with pressure set at 1.1. They are equipped with a ZF five speed gearbox. The cars weigh in at 855 kilos, and are on Michelin tyres. The two cars are identical.

A great deal of work was put into the streamlining of the cars bringing the aerodynamic efficiency to 0.36. The top end speeds also improved.

The cars went through a number of test runs during the three months prior to the race at Le Mans. They often used a stretch of motorway near their Lagny base which the team from Beauvais could use every Sunday. The two main changes since 1984 were a redesigned rear fairing and a modified injection pump.

The two 100 % French teams driving the red white and blue cars are: Roger Dorchy, Gérard Patte (Coupe Avenir driver) and former F2 driver Alain Couderc, on the 23; and Jean-Daniel Raulet, Michel Pignard and former F3 driver, Pascal Pessiot.



JEAN-MARIE BALESTRE

FOR HIM TOO, 1984 IS AN ELECTION YEAR. HE IS PRESIDENT OF FISA AND HAS NO INTENTION OF GIVING UP THE TITLE TO ONE OF HIS MANY ADVERSARIES. HIS POSITION AS HEAD OF THE FRENCH FEDERATION ALSO COMES UP FOR REVIEW THIS YEAR, AND THERE TOO HE INTENDS TO STRUGGLE TO STAY IN POWER. IN SPITE OF HIS EFFORTS TO COMBAT THE PHENOMENON, TROUBLE AND CONTROVERSY SEEM TO STICK TO HIM LIKE GLUE. AS THE 24 HOURS OF LE MANS WAS ABOUT TO BE RUN, A TRIAL WAS OPENING IN PARIS. THE PLAINTIFFS: BERNIE ECCLESTONE AND JEAN-MARIE BALESTRE. THE DEFENDANT: JEAN-PIERRE DUBREUIL, WHO HAS WRITTEN A BOOK WHICH ATTACKS THE WORLD OF FORMULA ONE AND WHICH QUESTIONS THE PERSONAL INTEGRITY OF BALESTRE. FISA'S PRESIDENT AGREED TO MEET WITH US AND ANSWER OUR QUESTIONS IN THE SERVICE OF SPORT AND MOTOR RACING.

Interview by Cyril Frey

J. P. Dubreuil accuses you of having received a cheque for 400,000 Francs (about £36,000) from FOCA in 1981. What do you have to say about that?

I don't have to say anything about that; it's up to Mr. Dubreuil, who made some libellous accusations, to back up those allegations with proof, as any self-respecting journalist would do. However, he has not presented any evidence to back up what is a very serious accusation. He's asked me to make my bank statements public! That's a ridiculous and totally unacceptable proposition. He has the roles reversed. But in any case there was no situation in which a FOCA cheque was paid into my bank account.

Does this book strike you as being a plot? Is the author working for someone, and if so, who ?

Dubreuil is working for someone, I have proof of that. I intentionally passed on a certain amount of false information which I then picked up in his book. They were told by me to some very specific people and made it possible for me to identify two or three of his informers. As they are people who don't wish me well, I see there a link of cause and effect. Mr. Dubreuil's project was taken in hand, as this is an election year, a double one in which both the FISA and the FFSA presidencies are to be voted, and is therefore an ideal year to strike me a fatal blow. There lies the important question: why this hot pursuit? There's no doubt that the book is trying to destroy Formula 1. The story of the FOCA cheque seeks to prove that Mr. Ecclestone controls Formula One. The same sort of thing has been tried in Endurance, when it's implied that regulations come from the "Automobile Club de l'Ouest" or from the Americans: there would no longer be any sporting authority! But that's not true, there's one body which rules all of Formula 1, from A to Z and which Mr. Ecclestone must answer to; as for the doctrines which govern Endurance, they were decided at Daytona in 1980 by President Balestre and President Bill France, and it's because we started moving away from them that we're now bringing them back to their origins, and for no other reason. We've had enough of these attacks which cause harm to the sport of motor racing. Whether it's due to a lack of awareness, stupidity or an absence of correct information, Mr. Dubreuil is manipulated. Willingly or unwillingly.

With the elections in mind?

Inevitably. Those who are doing this are trying to eliminate me from my national and my international duties, and replace me with someone else.

To finish with this book, one last question. There is a photograph in it of you in an SS uniform during the war. You replied, "It's impossible to tell whether that's Jean-Marie Balestre on the photograph."

But that was the truth. Everyone knows that I wore a uniform, it was acknowledged that I had been in the SS, that's nothing new. In everything Mr. Dubreuil says in his book, there's nothing new. When I came back from Germany I weighed 43 kilos. I was denounced and immediately imprisoned. During eighteen months I was charged and my case was heard by two of the toughest judges in the Court. There were dozens of witnesses, real ones and false ones. My activities during the occupation were gone over with a fine toothed comb. My deportation came up, including the 48 days that I spent in a box wagon, one of the worst ordeals you can imagine. It was established that I had been stopped for treason against the German army, in the company of twenty other people. I had been placed in the equivalent of death row because I wore a uniform and therefore risked execution. The advance of the allied armies created panic in Paris. My family was told that I had been shot. At the end of their inquiry, the authorities shelved my case, with the following commentary:

"The results we have obtained from information gathered are clear enough to have us admit that Balestre is not to be confused with enemy agents, and that the charges brought against him were not justified... He was never an enemy collaborator but tried through a variety of means to cause enemy plans to fail, and in doing so engaged himself in actions of the highest risk without taking the necessary precautions, thus endangering his life. His deportation to German camps indicates that his superiors did not have formal proof in hand of his actions but had decided to eliminate him as a dangerous suspect." That was a legal decision! I cannot accept that the inquest be re-tried for the rest of my life. I had answers to give and I gave them to the law, and I deny anyone the right today to pass judgement on me. If I chose to prosecute Mr. Dubreuil it's because he's cast doubts on the international federation and on its most prestigious World Championship.

Going on to sport, then, without leaving politics completely behind. After the GP of Monaco was stopped, FISA issued a press release, which, for all the world looked like a stab in the back to the Automobile Club of Monaco and which discredits race clerk Jacky Ickx. It seemed like a settling of accounts...

Mr. Frey, do you remember the problem with Lancia at the 1983 Monte-Carlo Rally? The scrutineering marshalls had declared that the winning car was illegal because of its oil circuit. A reunion of the sporting officials in a first meeting, had gone along with the judgement of the marshalls. And then the meeting was convened a second time. Under pressure from the race organizers, they changed their decision and announced that the Lancia was legal after all. A change in the results would have created problems of protocol, in particular for the distribution of the trophies which was to take place at the prince's residence. The problem with the 1984 Monaco GP is pretty much of the same nature. One day everyone is going to have to understand that the sport of motor racing is a serious business. The regulations have to be credible. Each man must be in his place. I wrote a letter to Jacky Ickx in which I explained that, in life, one could not be the judge in one's own case. He answered, which was totally beside the point, that I was wearing two caps. It isn't desirable, and unfortunately events proved this to be true, to have a man who is a professional driver, and under contract to a certain constructor, acting at the same time, as a judge of other drivers in another championship. If the FISA press release quoted the complaint from the Brazilian federation, it was essentially to demonstrate that there was no question of settling gripes, no personal affairs involved. Numerous competitors complained. It's impossible that a handful of people should decide they are running an organization: at Dijon, Mr. Chambelland, who has no function there, had opened a gate in the pits. He didn't have a right to. He told me: *"If I'm no longer at home here, I'll give you the keys."* I asked him to give me the keys and not to get involved

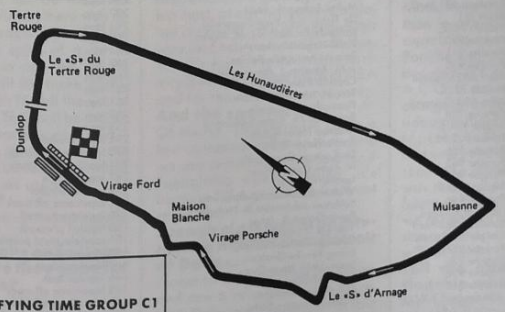
(continued on page 69)

LE MANS 24 HOURS

Round 3 of the World Endurance Championship
Date : 16 and 17 June 1984
Official title : 24 heures du Mans
Race distance : 24 hours, on 13.63 km circuit
Weather conditions : excellent
Race attendance : 62,000 spectators

BEST LAPS IN RACE

No	DRIVERS	MAKES	TIME	LAP	AVERAGE KPH
4	NANNINI	LANCIA LC2-83	3'28"9	261	234.818
8	JOHANSSON	PORSCHE 956	3'31"0	38	232.481
5	HEYER	LANCIA LC2-83	3'31"1	224	232.371
11	SCHUPPAN	PORSCHE 956	3'31"4	5	232.041
7	LUDWIG	PORSCHE 956	3'31"9	231	231.494
20	LARRAURI	PORSCHE 956	3'32"7	9	230.623
14	PALMER	PORSCHE 956	3'32"7	204	230.623
33	VAN DER MERWE	PORSCHE 956	3'33"5	37	229.759
23	DORCHY	WM-PEUGEOT P-81	3'33"9	3	229.329
17	SUTHERLAND	PORSCHE 956	3'33"9	233	229.329
26	J. PAUL JR	PORSCHE 956	3'35"4	261	227.732
34	PERKINS	PORSCHE 956	3'36"6	84	226.470
12	MERL	PORSCHE 956	3'36"9	95	226.157
44	BUNDY	JAGUAR XJR-5	3'36"9	205	226.157
6	LAPEYRE	LANCIA LC2-83	3'37"3	6	225.741
24	RAULET	WM-PEUGEOT P-84	3'37"4	46	225.637
55	EDWARDS	PORSCHE 956	3'37"6	6	225.430
16	LLOYD	PORSCHE 956	3'38"7	22	224.296
40	WATSON	JAGUAR XJR-5	3'39"0	211	223.989
61	M. FERTE	PORSCHE 962	3'39"7	133	223.275
9	BRUN	PORSCHE 956	3'39"9	7	223.072
31	MALLOCK	ASTON-MARTIN NIMROD	3'40"8	13	222.163
21	GRICE	PORSCHE 956	3'40"8	80	222.163
47	LÄSSIG	PORSCHE 956	3'42"7	50	220.267
13	DUBOIS	COUGAR C.02-FORD	3'45"0	30	218.016
37	A. FERTE	RONDEAU 482-FORD	3'46"0	245	217.051
51	DE DRYVER	RONDEAU 382-FORD	3'48"6	76	214.582
32	ATTWOOD	ASTON-MARTIN NIMROD	3'51"2	26	212.169
70	SPICE	TIGA GC 84-FORD	3'51"7	36	211.711
77	WILDS	ECOSSE C 284-FORD	3'52"9	22	210.620
80	FACETTI	ALBA AR2-GIANNINI	3'53"4	192	210.169
62	PICKERING	MARCH 84G BUICK	3'55"6	18	208.207
93	WITMEUR	RONDEAU 379-FORD	3'58"4	209	205.761
38	GALVIN	DOME RC82-FORD	3'58"7	43	205.503
48	MIGAULT	LOLA T610-FORD	3'59"1	8	205.159
25	WOOD	GRID 52-PORSCHE	4'01"4	8	203.204
87	KENNEDY	MAZDA 727C	4'01"6	198	203.036
45	BUSSI	RONDEAU 382-FORD	4'02"4	12	202.366
81	COPPELLI	ALBA AR2-GIANNINI	4'02"9	233	201.949
85	STRIEBIG	STHEMO-BMW	4'03"0	5	201.866
86	TERADA	MAZDA 727C	4'03"3	83	201.617
67	BUSBY	LOLA T.616-MAZDA	4'03"6	61	201.369
68	KATAYAMA	LOLA T.616-MAZDA	4'04"0	230	201.039
27	MICANGELI	FERRARI 512	4'04"5	2	200.628
79	SMITH	ADA-FORD	4'11"9	18	194.734
101	JENSEN	BMW M1	4'12"0	46	194.657
123	J. ALMERAS	PORSCHE 930	4'13"3	112	193.658
109	DE THOISY	BMW M1	4'13"9	203	193.200
106	HEGER	PORSCHE 930	4'18"7	72	189.615
122	TOUROUL	PORSCHE 911	4'21"2	32	187.800
107	BOUTINAUD	PORSCHE 928	4'27"7	44	183.240
114	LATESTE	PORSCHE 930	4'27"7	69	183.240
121	SMITH-HAAS	PORSCHE 930	4'35"7	2	177,923



BEST QUALIFYING TIME GROUP C1
Bob Wollek/Lancia LC2 : 3'17"11
BEST QUALIFYING TIME GROUP C2
Carlo Facetti/Alba AR2: 3'41"48
BEST QUALIFYING TIME GTP
Brian Redman/Jaguar XJR5 : 3'35"33
BEST QUALIFYING TIME GROUP B
Jens Winther/BMW M1: 4'09"93
BEST RACE LAP GROUP C1
Alessandro Nannini/Lancia LC2: 3'28"9
BEST RACE LAP GROUP C2
Gordon Spice/Tiga GC84-Ford : 3'51"7
BEST RACE LAP GTP
John Watson/Jaguar XJR5: 3'39"0
BEST RACE LAP GROUP B
Lars Vigo Jensen/BMW M1: 4'12"0

LAP LEADERS

Wollek-Nannini/Lancia LC2: 137 laps
Ludwig-Pescarolo/Porsche 956 : 122 laps
Schuppan-Jones-Jarier/Porsche 956: 55 laps
Baldi-Barilla-Heyer/Lancia LC2 : 29 laps
Johansson-Schlesser-de Narvaez/Porsche 956: 11 laps
Palmer-Lammers/Porsche 956: 2 laps
Hobbs-Streiff-Van der Merwe/Porsche 956: 2 laps
Dorchy-Cauderc-Patte/WM-Peugeot : 2 laps
Tullius-Redman-Bundy/Jaguar XJR5: 1 lap

STARTING GRID

5. Lancia LC 2
Barilla-**Baldi**-Heyer
3'20"47

4. Lancia LC 2
Wollek-Nannini
3'17"11

7. Porsche 956
Pescarolo-**Ludwig**-Johansson
3'28"42

8. Porsche 956
Johansson-Schlesser-De Narvaez
3'26"10

33. Porsche 956
Hobbs-Streiff-Van der Merwe
3'29"41

14. Porsche 956
Palmer Lammers
3'28"90

23. WM-Peugeot
Dorchy-Cauderc-Patte
3'30"01

11. Porsche 959
Schuppan-Jones-Jarier
3'29"79

31. Nimrod Aston Martin
Mallock-Olson
3'33"12

17. Porsche 956
Sutherland-**Needell**-French
3'32"18

6. Lancia LC 2
Lapeyre-Martini-Gabbiani
3'33"44

20. Porsche 956
Larrauri-Sigala-Gouhier
3'33"14

44. Jaguar XJR5 GTP
Tullius-**Redman**-Bundy
3'35"33

24. WM-Peugeot
Pignard-Raulet-Pessiot
3'35"05

55. Porsche 956
Edwards-**Keegan**-Moreno
3'35"87

34. Porsche 956
Perkins-Brock
3'35"34

9. Porsche 956
Brun-Von Bayern-Akin
3'36"79

12. Porsche 956
Merl-Shornstein-« Winter »
3'36"33

13. Cougar CO2-Ford
Courage-Dubois-Jellinek
3'39"20

40. Jaguar XJR5 GTP
Adamowicz-**Watson**-Ballot Lena
3'39"16

80. Alba-Giannini □
Finotto-**Facetti**-Vanoli
3'41"48

16. Porsche 956
Lloyd-Mason-Metge
3'40"96

47. Porsche 956
Lässig-Fouche-Graham
3'42"23

37. Rondeau 482-Ford
Mullen-Bohren-**A. Ferté**
3'41"98

61. Porsche 962 GTP
Henn-M. Ferté-Dören-
John Paul Jr
3'44"40

26. Porsche 956
Rondeau-John Paul Jr
3'44"05

50. Rondeau 382-Ford
Yver-**De Dryver**-Rousselot
3'46"16

25. Grid-Porsche
Wood-**Cooper**-Robinson
3'47"02

32. Nimrod Aston Martin
Salmon-**Sheldon**-Attwood
3'47"42

93. Rondeau 379-Ford □
Grand-Witmeur-Libert
3'47"46

21. Porsche 956
De Cadenet-Craft-Grice
3'47"56

86. Mazda 727C □
Terada-**Yorino**-Dieudonné
3'47"60

77. Ecosse-Ford
Wilds-Duffield-Leslie
3'48"53

70. Tiga GC84-Ford □
Spice-Bellm-Crang
3'48"76

62. March-Buick GTP
Speer-**Pickering**-Madren
3'50"49

79. ADA-Ford □
Wolff-**Harrower**-Smith
4'02"43

45. Rondeau-Ford
Bussi-Ilien-Griffin
3'55"48

101. BMW M1 Δ
Winther-Mercer-Jensen
4'09"93

67. Lola T616-Mazda
Busby-Hayje-Knoop
3'56"68

106. Porsche 930 Δ
Haldi-Heger-Krucker
4'13"15

38. Dome-Ford
Jones-Galvin-**Faure**
3'58"33

122. Porsche 911 GTO
Perrier-**Touroul**-Bertapelle
4'18"16

27. Ferrari 512 GTX
Micangeli-**Marazzi**-Lacaud
4'00"20

114. Porsche 930 Δ
Lateste-Bienvault-« Segolen »
4'22"48

123. Porsche 930 GTO
J. Alméras-J.M. Alméras-Winters
4'02"75

81. Alba-Giannini □
Dacco-**Coppelli**-Pavia
3'52"77

85. Sthemo-BMW □
Striebig-Del Bello-Heudin
4'12"83

68. Lola T616-Mazda □
Katayama-O'Steen-Morton
3'56"43

109. BMW M1 Δ
De Thoisy-**Yvon**-Dagoreau
4'14"25

48. Lola T610-Ford
Migault-Servanin-Kempton
3'57"82

121. Porsche 930 GTO
P. Smith-M. Smith Haas-Ovey
4'22"06

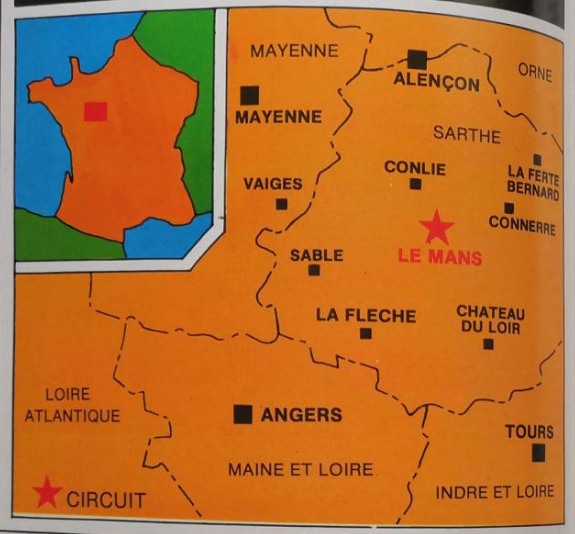
87. Mazda 727C □
J.M. Martin-Ph. Martin-
Kennedy
3'58"43

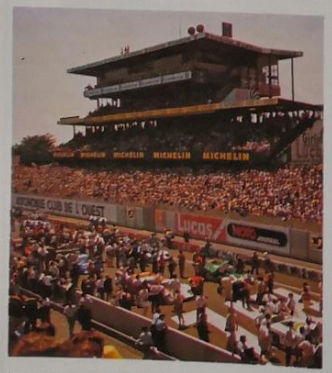
107. Porsche 928 Δ
Renault-**Boutinaud**-Guinand
4'28"74

The first driver of each team started the race.
The drivers in heavy type obtained the qualifying time.
Two cars forfeited their entries after qualifying - the Dome-Ford N° 39, driven by Elgh-Dickens, with a qualifying time of 3'48"73 which was completely destroyed when it came off the track, and Rossiter-Duret-Baker's Tiga-Ford whose qualifying time was 4'45"72 - their engine blew when the electronic management system failed.
□: Denotes Group C cars
Δ: Denotes Group B cars

PREVIOUS WINNERS :

1923	Chenard & Walcker	Lagache/Leonard
1924	Bentley 3-L	Duff/Clement
1925	La Lorraine	Rossignol/De Courcelles
1926	La Lorraine	Rossignol/Bloch
1927	Bentley 3-L	Benjafield/David
1928	Bentley 4,5-L	Barnato/Rubin
1929	Bentley Speed Six	Barnato/Birkin
1930	Bentley Speed Six	Bernato/Kidston
1931	Alfa Romeo 8C-2300	Howe/Bikin
1932	Alfa Romeo 8C-2300	Sommer/Chinetti
1933	Alfa Romeo 8C-2300	Sommer/Nuvolari
1934	Alfa-Romeo 8C-2300	Chinetti/Etancelin
1935	Lagonda M45R	Hindmarsch/Fontes
1937	Bugatti 57G	Wimille/Benoist
1938	Delahaye 135M	Chaboud/Tremoulet
1939	Bugatti 57G	Wimille/Veyron
1949	Ferrari 166MM	Chinetti/Selsdon
1950	Talbot-Lago	Rosier/Rosier
1951	Jaguar C	Walker/Whitehead
1952	Mercedes-Benz 300SL	Lang/Reiss
1953	Jaguar C	Rolt/Hamilton
1954	Ferrari 375	Gonzales/Trintignant
1955	Jaguar D	Hawthorn/Bueb
1956	Jaguar D	Flockhart/Sanderson
1957	Jaguar D	Flockhart/Bueb
1958	Ferrari 250TR58	Gendebien/P. Hill
1959	Aston Martin DBR1	Shelby/Salvadori
1960	Ferrari 250TR59/60	Gendebien/Frère
1961	Ferrari 250TR61	Gendebien/P. Hill
1962	Ferrari 250P	Gendebien/P. Hill
1963	Ferrari 250P	Scarfiotti/Bandini
1964	Ferrari 275P	Guichet/Vaccarella
1965	Ferrari 250LM	Rindt/Gregory
1966	Ford Mk 2	Amon/McLaren
1967	Ford Mk 4	Gurney/Foyt
1968	Ford GT 40	Rodriguez/Bianchi
1969	Ford GT 40	Ickx/Oliver
1970	Porsche 917	Herrmann/Attwood
1971	Porsche 917	Marko/Van Lennep
1972	Matra-Simca MS670	Pescarolo/G.Hill
1973	Matra-Simca MS670B	Pescarolo/Larrousse
1974	Matra-Simca MS670B	Pescarolo/Larrousse
1875	Gulf GR8-Ford	Ickx/Bell
1976	Porsche 936	Ickx/Van Lennep
1977	Porsche 936	Ickx/Barth/Haywood
1978	Renault-Alpine A442	Jaussaud/Pironi
1979	Porsche 935-K3	Ludwig/B.Whittington/D.Whittington
1980	Rondeau M379B-Ford	Jaussaud/Rondeau
1981	Porsche 936-81	Ickx/Bell
1982	Porsche 956	Ickx/Bell
1983	Porsche 956	Holbert/Haywood/Schuppan





WORLD ENDURANCE CHAMPIONSHIP-MAKES

1. Porsche 60 points, 2. Lancia 13 points, 3. Rondeau 8 points, 4. Lola 7 points, 5. BMW 4 points, 6. Ecosse 3 points, 7. Alba 2 points, 8. Gebhardt 1 point.

WORLD ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Ickx and Mass, 40 pts; 2. Ludwig and Pescarolo, 35 pts; 5. Brun, 27 pts; 6. Schornstein and Merl, 22 pts; 8. Palmer and Lammers, 20 pts; 10. Stuck, Grohs, Hobbs, Rondeau and Paul Jr, 15 pts; 15. Streiff, Van der Merwe, Keegan and Edwards, 12 pts; 19. Von Bayern, Akin, Baldi and Barilla, 10 pts; 23. "Winter," Sutherland, Yver, de Dryver, Busby and Knoop, 8 pts; 29. Konrad, Jones, Schuppan and Jarier, 6 pts; 33. Mallock, Wilds and Duffield, 5 pts; 36. Facetti, Finotto, Ghinzani, Martini, Sigala, Larrauri and Gouhier, 4 pts; 43. Nannini, Wollek, Jelinski, Boutsen, O'Steen, Morton and Katayama, 3 pts; 50. Needell and French, 2 pts; 52. Bell and Bellof, 1 pt.

RESULTS

1. Porsche 956/Henri Pescarolo - Klaus Laudwig, 359 laps, or 4,900.276 km in 24 hours, at an average speed of 204.178 kph.

2.	Porsche 956	Rondeau-J.Paul Jr-Henn	357 laps
3.	Porsche 956	Hobbs-Streiff-Van der Merwe	350 laps
4.	Porsche 956	Brun-Von Bayern-Akin	339 laps
5.	Porsche 956	Merl-Schornstein-« Winter »	339 laps
6.	Porsche 956	Jones-Schuppan-Jarier	336 laps
7.	Porsche 956	Sigala-Larrauri-Gouhier	334 laps
8.	Lancia LC2-83	Nannini-Wollek	325 laps
9.	Porsche 956	Needell-Sutherland-French	320 laps
10.	Lola T616	Mazda-O'Steen-Morton-Katayami	319 laps
11.	Rondeau 379-Ford	Grand-Libert-Witmeur	309 laps
12.	Lola T616-Mazda	Busby-Hayje-Knoop	294 laps
13.	Rondeau 482-Ford	Mullen-Bohren-A. Ferté	292 laps
14.	BMW M1	De Thoisy J.-F.-Yvon-Dagoreau	291 laps
15.	Mazda 727C	Kennedy-Ph. Martin-J.-M. Martin	290 laps
16.	Porsche 930	Haldi-Heger-Krucker	284 laps
17.	Porsche 911	Touroul-Bertapelle-Perrier	282 laps
18.	Porsche 930	J.-M. Alméras-J. Alméras-Winters	268 laps
19.	Alba AR2-Giannini	Coppelli-Pavia-Dacco	261 laps
20.	Mazda 727C	Terada-Yorino-Dieudonné	261 laps
21.	Alba AR2-Giannini	Finotto-Facetti-Vanoli	257 laps
22.	Porsche 928	Boutinaud-Ph. Renault-Guinand	255 laps
	Jaguar XJR-5	Redman-Tullius-Bundy	291 laps/gearbox
	Lancia LC2-83	Barilla-Heyer-Baldi	275 laps/distributor belt
	Porsche 956	De Cadenet-Grice-Craft	274 laps/engine failure
	Porsche 962	M. Ferté-Doeren-Henn	247 laps/ignition
	Porsche 956	Lammers-Palmer	239 laps/alternator
	Jaguar XJR-5	Watson-Ballot Léna-Adamowicz	212 laps/came off track
	Porsche 956	Schlesser-Johannson-de Narvaez	170 laps/overheated
	Dome RC82-Ford	Faure-Galvin-R. Jones	156 laps/oil pressure
	Rondeau 382-Ford	Yver-De Dryver-Rousselot	155 laps/electrical problems
	Cougar CO2-Ford	Courage-Dubois-Jellinek	153 laps/oil pump
	Porsche 956	Lässig-Fouche-Graham	147 laps/accident
	Porsche 930	Smith-Smith Haas-Ovey	146 laps/oil leak
	Porsche 956	Perkins-Brock	145 laps/came off track
	Porsche 956	Lloyd-Mason-Metge	139 laps/disqualified for outside help
	WM-Peugeot P-84	Dorchy-Couderc-Patte	122 laps/gearbox
	Lancia LC2-83	Lapeyre-Martini-Gabbiani	117 laps/cylinderhead gasket
	BMW M1	Winther-Mercer-Jensen	96 laps/left front axle
	March 84G-Buick	Madren-Speer-Pickering	95 laps/broken engine
	Aston Martin	Mallock-Olson-Attwood	94 laps/accident
	Aston Martin	Salmon-Sheldon-Attwood	92 laps/accident
	WM-Peugeot P-84	Pignard-Raulet-Pessiot	74 laps/overheated
	Porsche 956	Keegan-Edwards-Moreno	72 laps/came of track
	Porsche 930	Lateste-Biemault-« Segolen »	70 laps/broken engine
	Tiga GC 84-Ford	Spice-Bellm-Crang	69 laps/engine stalled
	Ferrari 512	Micangeli-Marrazi-Lacaud	65 laps/gearbox
	Lola T610-Ford	Migault-Kempton-Servanin	52 laps/came off track
	ADA-Ford	Bussi-Ilien-Griffin	49 laps/broken engine
	Sthemo-BMW	Harrower-Wolff-Smith	42 laps/chassis
	Ecosse-Ford	Striebig-Heuclin-Del Bello	41 laps/gearbox
	Grid S2- Porsche	Wilds-Leslie-Duffield	36 laps/fuel pump
		Wood-Cooper-Robinson	10 laps/electrical problems.

(continued from page 66)

with anything else. He did as I asked. At Monaco, the boss is Mr. Boeri. That was fine fifteen years ago, but since I've become president that's finished. Article 141 of the Sporting Code: the stewards of the meeting have supreme authority. The events as they happened were absolutely grotesque. You can't simultaneously wave a red flag and a chequered flag in a world championship race, you're sure by doing that of losing credibility vis-à-vis your competitors. How can you respect a sporting authority which doesn't even know the regulations? As for Mr. Ickx, during the FISA-FOCA conflict he was an organizer and circuit director, and joined the ranks of FISA's enemies by signing a six year contract with FOCA. In Endurance, he maintains his position in the Porsche camp, which is one that consistently opposes and contests decisions taken by FISA. He's not lucky in that respect, but he often finds himself in uncertain situations with international authorities. He's going to have to do some explaining regarding his position as race clerk, which he asked for and received a super-licence from FISA. What should have happened ?

The race clerk has the right to stop a race, but when he does so the cars come under the jurisdiction of the pit stewards, and the race clerk makes his report to the assembly of race stewards. It's then up to them to evaluate, consult with a representative from the drivers and assess the condition of the track: no one has the right to make an immediate decision without knowing all the factors involved. The least they can do is to wait half an hour and see if it isn't a storm which is going to blow over. We consider that the organizer of the Monaco Grand Prix has serious responsibilities in this matter

The results will not be modified because, at the finish, there was no official protest lodged by any of the competitors, in spite of a lot of grumbling. From now on, in the future, there will be three permanent race clerks for all the world championships. They will be chosen by FISA. Everyone agrees and is supporting this project, with the exception of three countries which are protesting, as usual...

Which ones?

Monaco, Germany... and maybe England.

The regulations on fuel consumption, are they good for Formula One?

Yes. We gave constructors seventeen months to get ready for them. They were all in agreement, because they all feared a limit of 190 litres. What's more, the inter-season between 1983 and 1984 was especially long and there were numerous private tests run. To come forth and say, three months after the beginning of the 1984 championship, that one hasn't got the upper hand on one's fuel consumption problems just isn't serious.

When the regulations were conceived we were hoping to keep normally aspirated engines competitive. What happened was that the turbo movement was bigger than we had expected, everyone except Tyrrell now has one. So now, we're going along with this choice of running turbos and keeping the limit at 220 litres for 1985. It would not make any sense to bring the limit down any further. Which doesn't solve the problem of speed during qualifying sessions, a problem which is still pending. But on the 220 litre question I got a very good consensus, with the exception of one or two shooting from the hip, among whom was Tyrrell, naturally. They're going to have to go along. The decision is to be voted on July 18, and I'm fighting for it to stay at 220 litres.

The plans for Grands Prix get more and more numerous for the next seasons. A calendar with even more races on it: wouldn't that be supporting the theories of those who say that F1 is above all a financial affair?

For the last six years we have never had more than sixteen Grands Prix in a season. The only inflation is at the level of candidates wanting to host one. The three world championships are becoming more and more popular. We must be demanding. Some circuits are outdated. Dijon, for instance, in spite of improvements made. The track is not the reason for it, but rather the rating of the organization which isn't up to a world championship event. It's not a bad idea to have two or three extra bids, above and beyond what we can actually get into the calendar in a season of F1. What happened this year with Fuengirola made it possible for Portugal to get moving on a permanent circuit.

You aren't so demanding with organizers of American Grands Prix...

We have had to make certain sacrifices because a world championship must, at any price, have a global character. We proceeded this way for Endurance and for Rallies. What's more, the American territory is very important for us at FISA and for the constructors as well.

And the sponsors.

Of course. Therefore we made a few concessions. But on the whole we are remaining very severe: if Fuengirola was cancelled, it's because FISA guidelines were not respected.

Fuengirola is less of an interesting market than Detroit or Dallas.

I went to a Grand Prix in Detroit and saw a very good race there. With Dallas we're taking a risk, but we want to have at least two Grands Prix in the United States, plus one in Canada. We're always less strict on a number of points for a Grand Prix that's being run on a street circuit, which is nothing new. One could bring up the many concessions which have always been accorded to the Monaco GP, a race which wouldn't take place if we were as strict as we are with permanent circuits like Brands Hatch.

The calendar of races for the World Rally Championship is also very full, with twelve events (ten for makes).

That won't change. The constructors can feel how they like about it, we are not going to reduce the number of Rallies. The World Rally Championship has a certain character which must be preserved, even if all the constructors don't participate in all the events. The fifteen big makes which will be participating in 1986 will ensure, on their own, the success of the Rallies. Let's watch and wait. The escalation which Group B imposed on us hasn't always been to my liking, as you know, but too bad, we'll have another look in 1986.

What's going to become of the Tour de Corse? You've been accused of wanting to eliminate it in order to replace it with a Tour de France. Because of the French Federation elections...

The Corsicans are aware of the problems they have, they've been making efforts, but they lack something very essential, specifically a million francs, to be on a par with other organizers. I am not the judge of this situation. It's the role of the foreign observers who are present at each Rally, they're the ones who have cast some doubts on the Tour de Corse. That has nothing to do with my being re-elected. My "two caps", on the contrary, were quite useful to the Corsicans, who are, by the way, much loved by the press and by the drivers. But if the Tour de Corse stays in the world championship, the FFSA will take over control of the sporting side almost totally, with the collaboration of all the Corsicans.

Let's talk about Le Mans. Has Porsche's sulking attitude caused you to have any regrets about your endeavours to get the Americans to Europe?

No regrets, absolutely not. At Le Mans, there were more spectators than in previous years. There is superb equipment in Endurance. Porsche's attitude is not acceptable because it's contradictory. The A.C.O. is not responsible for the change in regulations, I am. It's ridiculous that Porsche should want to punish Le Mans. Mr. Barth had told everyone that he wouldn't be seen at Le Mans this year, and he was there all week. As far as the future of Endurance is concerned, we're heading for a probable decision to limit power. There again, we will be voting on July 18.

Tell me about your relationship with CART.

My relationship with the ACCUS, which groups together the principal American clubs, including IMSA, is excellent. CART is not a member of the ACCUS and is not recognized by the international federation. We consider that the CART championship has no value on an international level. I'm not afraid to say it: we have no desire to see another world championship which might detract from Formula One. We want there to be only one world championship. The drivers are not allowed to participate in a race which is not on the international calendar. Those who want to go and drive in CART have a choice to make.

Teo Fabi, the F1 driver, can therefore compete at Indianapolis, which is organized by USAC, but not at Milwaukee or Phoenix.

We had legal problems in the case of Teo Fabi. To go and drive in the United States he needed the authorization of his national sporting authority. He had obtained that last year. If they had refused to give it to him this year, there would have been a legal case and Fabi would have won.

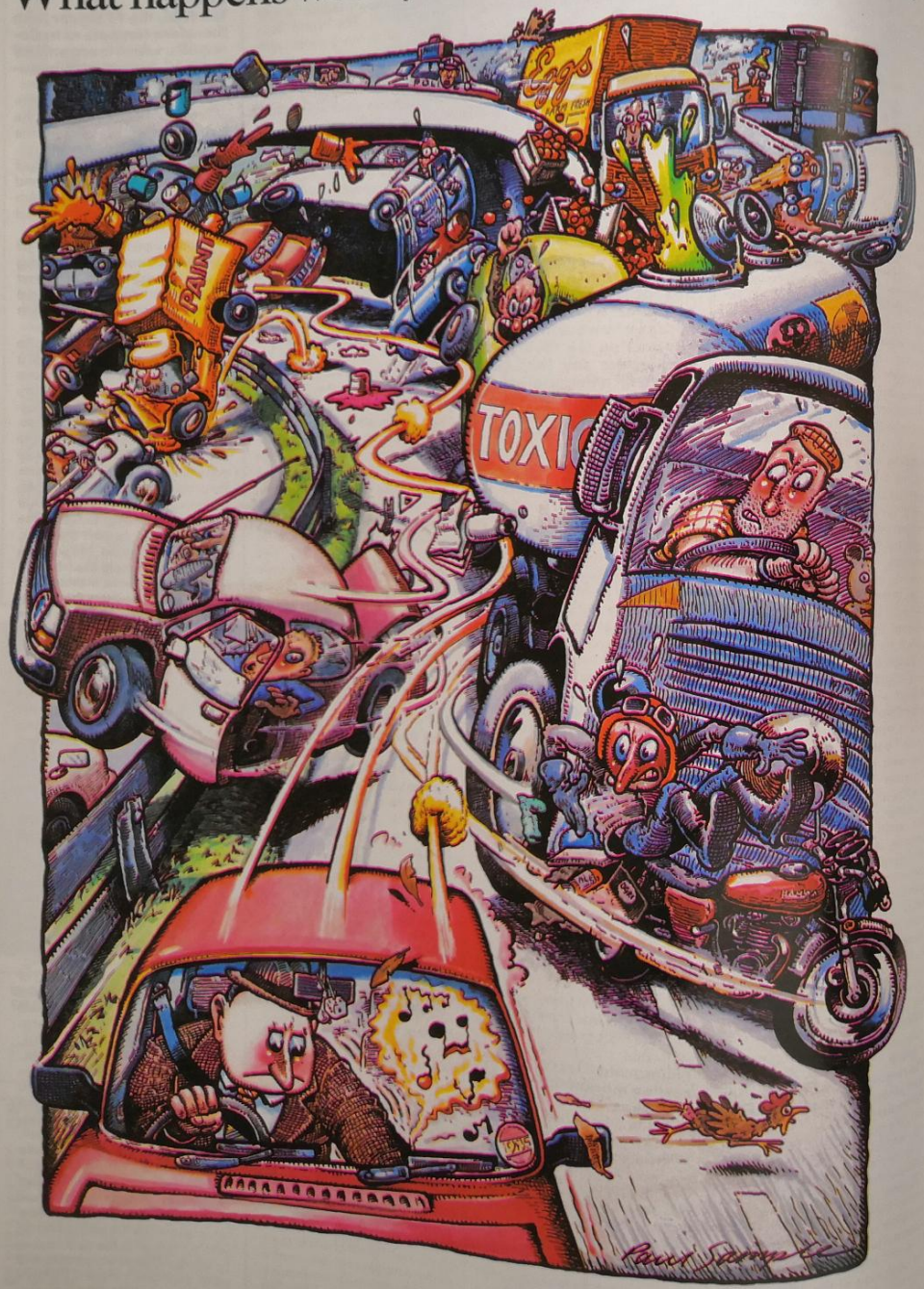
Haven't you had enough of spending your time fighting on all these different fronts? Or do you instead derive some pleasure from it all?

To get ahead in life you have to deal with adversity. But I am not a masochist. My nature doesn't make things easy, because — and I say this without laughing — I am incorruptible, and I am very high-minded about the work I set out to do. If you want to be the best at something, be a man who studies the problems and knows them better than anyone else. That's what made me as strong as I am. The second thing is: respect the rules. Don't play favourites. No waiving of principles. I would like it if there were less arguments. In that sense, I've tried to rehabilitate the atmosphere with the press. On the other hand, Balestre's past, what went on during the occupation, there I say, "no!" It's no longer bearable. It costs me too much. I've had enough of it. If I'm fighting, it's not out of pleasure, it's above all for the federation. I hope that I last as long as possible. I'd like to be president of FISA for another three years, I still have lots of plans.

Nearly fifty years after you were a member of a socialist youth movement, do you feel more left or right politically today?

I've always been on the left. But that doesn't mean anything, to be on the left. I've always been social. When I was young, I presented a thesis on Jaurès, who was one of the first Europeans. Europe was an idea which I found very appealing. But I'm delighted that in article 3 of the acts of the federation, politics are banned. I've never exploited anybody. I am intimately and ferociously, in every fibre of my being, against injustice. I am anti-racist, even though those who complain about racism are often the first to be racists themselves. Dubreuil wants to portray me as an antisemite Nazi! How could I have been, after having had a Jewish fiancée who was persecuted by the Nazis? Today, I'm happy to have the sort of drug that motor racing is because I hate politics. I was a pure idealist, and idealists are poor schmucks who get sent off to the front lines to be killed. I'd like to write books and paint, but I don't know if I'll have time. This sort of life wears you out, you know. □

What happens when your FM station fades here?



In all likelihood, you'd attempt to retune.

If you did it manually, the results would make ugly reading.

At best, you'd miss your junction, and would be forced to circumnavigate the interchange forever.

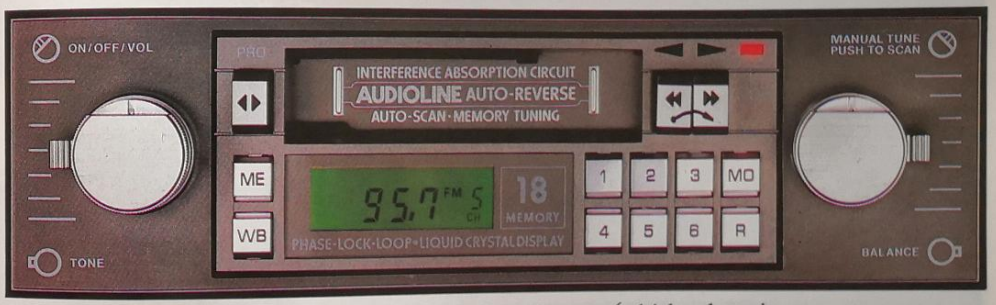
At worst, the juggernaut in your rear-view mirror, overfilled with noxious chemical waste, could career off your rear bumper and cause an ecological disaster covering three counties.

Of course, if you had the new Audioline 416, you'd flick an electronic gizmo, and the radio would do the rest.

It would busy itself finding the closest powerful signal, enabling you to find the correct turnoff, and stay alive.

(Audioline, who make nothing but car entertainment equipment, prefer motorists to stay alive, because live drivers make the best customers.)

Our 416 has a brain which stores 18 stations across three wavebands. They can be summoned at the push of a button. The station



frequency will be displayed on the digital screen (which otherwise serves as a fiendishly accurate digital clock) as will the waveband, and the mode (stereo or mono).

Scanning (finding the next strong signal) can be done by remote control but this is an optional extra.

At laughably low cost.

Now, a few words about the tape player.

Because we're keen to keep you alive, you'll find that the tape reverses automatically and plays the other side without human interference. Which means you keep your hands on the wheel and your eyes on the road and your ears on the music.

A sensible state of affairs.

How much does this amazing, powerful, stereo, non-distorting, electronic marvel cost?

From around £129, give or take a couple of pence. Which, when you consider we're offering you your life and your limbs, is quite a bargain.

Perhaps we should charge more.

FORMULA ONE WORLD CHAMPIONSHIP: CANADA

HOT FOOT

THE HOTTEST FOOT IN TOWN BELONGED TO NELSON PIQUET: WHEN IT WAS DOWN, IT OUTRACED EVERYONE, AND FOR ONCE AND AT LAST, HIS BMW ENGINE DIDN'T BLOW. THE HEAT WAS ALL ON PIQUET'S FOOT; AFTER THE RACE IT WAS IN A BUCKET, COOLING OFF FROM AN OVERHEATED RADIATOR. PROST KEPT HIS LEAD IN THE CHAMPIONSHIP, BUT YIELDED THE MCLAREN HONOURS TO LAUDA; AND THERE WERE SOME UNFAMILIAR GREMLINS IN THERE AMONG THE ALL-CONQUERING TAG / PORSCHES. WARWICK WAS THE UNLUCKIEST: AN UNDERWING WENT EARLY AND THREE PIT-STOPS COULDN'T PUT IT TOGETHER AGAIN. ELIO STRAYED ON THE GRASS, NEARLY HIT PROST, BUT FINISHED FOURTH, MANSELL BEING TWO PLACES BACK AND ARNOUX SANDWICHED BETWEEN THEM. A COOL MAN WITH A HOT FOOT WON IT. NAME OF NELSON.

An artificial island in the middle of the St-Laurence river, an oblong circuit named after local legend Gilles Villeneuve. In the background, one catches a glimpse of a scattering of skyscrapers in between the neighbourhoods of Sainte Catherine and Dorchester. Formula 1 is back in town, it's the seventh time we have been here and it's always a pleasure to be back.

When the untimed practice session ended on Friday morning, having taken place in ideal weather conditions — sunny skies and a cool breeze — Mansell, unfortunate son at Monaco, had the fastest time. As for the spectators, they only had eyes for Tambay. Would the Frenchman be able to drive, with the tip of his fibula fractured and an enormous bruise on his left leg? It wouldn't take long for everyone to find out: just four laps in fact and the answer was negative. And that was only the beginning of the bad news for the Renault team. Warwick broke an engine and climbed into the spare which immediately demonstrated an alarming lack of freshness. He traded that in for the car left vacant by Tambay in which he broke a second engine. By then it was lunchtime, and the faces were long and studious at Renault. The afternoon brought no better results. Warwick found himself in the same boat as Winkelhock, whose ATS had seen a BMW engine blow in the morning session: the two spent the afternoon trying to get their cars set up properly.

Mansell was kept in the pits longer than he would have liked by an engine that wouldn't start, and it was finally his team-mate de Angelis who was first to get under the morning's fastest time, doing so in the fifteenth minute of the timed afternoon session. He stayed on top for the next half hour with a time of 1'27"139, Piquet coming close in two successive laps but not actually bettering him. Fifteen minutes before the end of the session, Prost ripped off a fast lap and got his McLaren-TAG to the top of the pile. Turning in a time of 1'26"477, he took the wind out of everyone's sails and none tried to better him, especially as de Cesaris' Ligier Renault had just sprayed oil all over the track.

"I wasted my first set of qualifiers," explained Prost. *"I had the air ducts to the brakes closed off so that they would heat up better, and in braking at the last moment in the hairpin I was taken by surprise at the way they reacted. I spun. Which is a shame, because I would have been under 1'26". With my second set of qualifiers I was less relaxed, psychologically."*

Saturday morning, the untimed session took place under a perfectly blue sky with slightly warmer temperatures. Warwick, finally choosing to use Tambay's car, improved considerably but once again a Lotus-Renault was quickest. This time it was de Angelis with the spare car after having broken a turbo. Mansell blew an engine and had no chance to strut his stuff.

That afternoon, the final timed qualifying session got under way with a bang. Driving the spare Brabham-BMW set up for qualifying, Piquet,in the sixth minute, got the pole position time down to 1'25"442 on his first set of qualifiers. Warwick and de Angelis, who was still in the Lotus spare car, both bettered Prost's Friday time. The Frenchman came out at the twentieth minute and turned in a time of 1'26"198. Just a little short of what was needed; Piquet stayed in front. The oil pressure in the McLaren's TAG engine had dropped. Prost used Lauda's car with his second set of qualifiers but was hindered by traffic. Piquet remained king of this ultra-fast session in which only Patrese and Alliot, held back by mechanical problems, failed to improve their times.

"No problems," summed up Piquet. *"All the necessary ingredients were there: good car, good engine, good tyres and a clear round. Being on the pole is always good for your morale, even if qualifying sessions aren't the same as the race and the reliability of our BMW engines has been considered to be a weakness since the beginning of the year."*

SATURDAY: POLE FOR NELSON, YES INDEED!

Piquet said it before the race; he said it after the race. His real worry was whether the BMW engine would take the strain. It hadn't, after all, for six straight races. He needn't have worried. He drove a little classic: behind at the first turn, he took Prost as a crocodile would a watercress sandwich, sped away and, thereafter, did everything you'd expect of a world champion. If first Prost and then Lauda came up behind him, he speeded up; if they looked resigned, on the day, to their fates as second best, he slowed down. When necessary, he spared himself and the car; when necessary, he went off like a rocket.

The race, with de Angelis in his spare, had a clean start: as clean as its finish. Prost stayed with Piquet; de Angelis, who had made an excellent start, dropped back to fifth, and Alboreto and Arnoux formed a pursuit squad, with the rest of the field soon dropping back. At the time, Lauda was just a spot on the horizon; it took Niki 11 laps to get up to fifth, when Alboreto retired. Warwick had a problem with his rear underwing from the start of the race, soldiered bravely on, but finally had to give up the ghost on his third pit stop on lap 60.

By the one-third mark, Piquet led but was under heavy pressure from Prost, always niggling but never challenging. Lauda was third but some 11s behind the leader. Warwick was holding fourth ahead of de Angelis and Senna, who was about to yield to Arnoux.

The race was now beginning to break into several individual races: the Lauda-Prost battle, settled on lap 43 in Lauda's favour; a right old ding-dong between the two Lotuses settled in Mansell's on lap 41 won back by de Angelis on lap 60, and some derring do by the back-markers, especially Bellof, whose engine stopped on his 53rd lap: eighth place was no mean feat for a normally aspirated car.

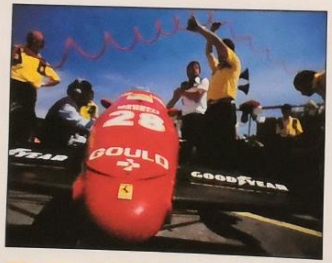
Considering the results, how to attribute the laurels? Lauda drove a cunning race, recognizing, as he said afterwards, that the Brabham were faster, *"so I was second."* He didn't look unhappy. Prost saved four valuable points from a race that was trouble from beggining to end: heavy throttle lag (down 1000rpm) and severe braking problems. De Angelis kept his place in the championship despite the endless engine replacements at Lotus over the weekend and a spectacular excursion onto the grass and a near-miss with Prost; Mansell salvaged a point and Senna, only just out of the points, made his point. Like Bellof, he is one of the coming men.

After a messy Monaco, then, a race remarkable for cleanness, skill and stamina. The skies were blue, the track clean, the sun warm: not half so hot, though, as Nelson's foot. Both literally, in that a hot radiator overheated his pedals and caused him a nasty burn on heel and sole, and metaphorically, in that Piquet had it all to spare. A race that reopens the championship a little: at least a chink in the door. Especially for Lauda, who was all grins. He would, he said, be going after Alain again. At the earliest opportunity.

Didier Braillon and Keith Botsford

SUNDAY: BRABHAM IS BACK AT LAST!

which both Alboreto (on the left in the photograph with his team-mate) and Arnoux hope will prove more favourable to the Scuderia than it has been so far. (photos DPPI and Bernard Asset)

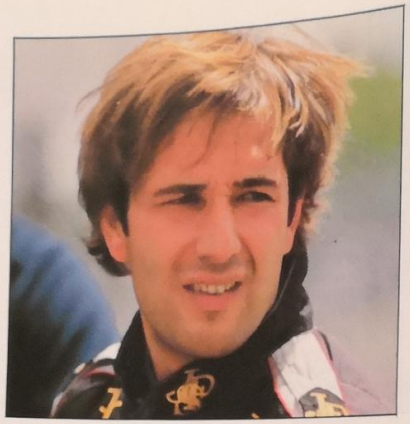


SEEING RED

The Sunday morning warm-up had left them with high hopes which were unfulfilled in the race. The No.27 Ferrari (Alboreto) was ahead of its twin at the start of the Grand Prix but problems with the fuel pump – at least that was Michele's opinion – forced him to retire after a mere ten laps.

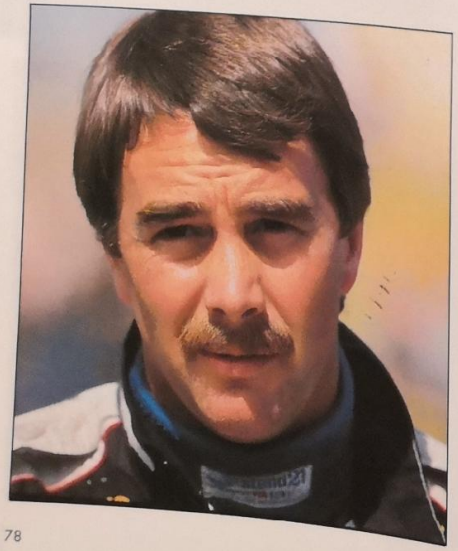
René Arnoux (Ferrari No.28) put up a hell of a fight on the circuit he was victorious at in 1983, but had to make an early pit stop at lap 14 for fresh tyres all around: his two rear tyres had big blisters. He charged back out onto the track full of fire and determination and finished in fifth place, in the points but out of fuel.

No complaints about having picked up two points, thinking ahead to the season's finale,



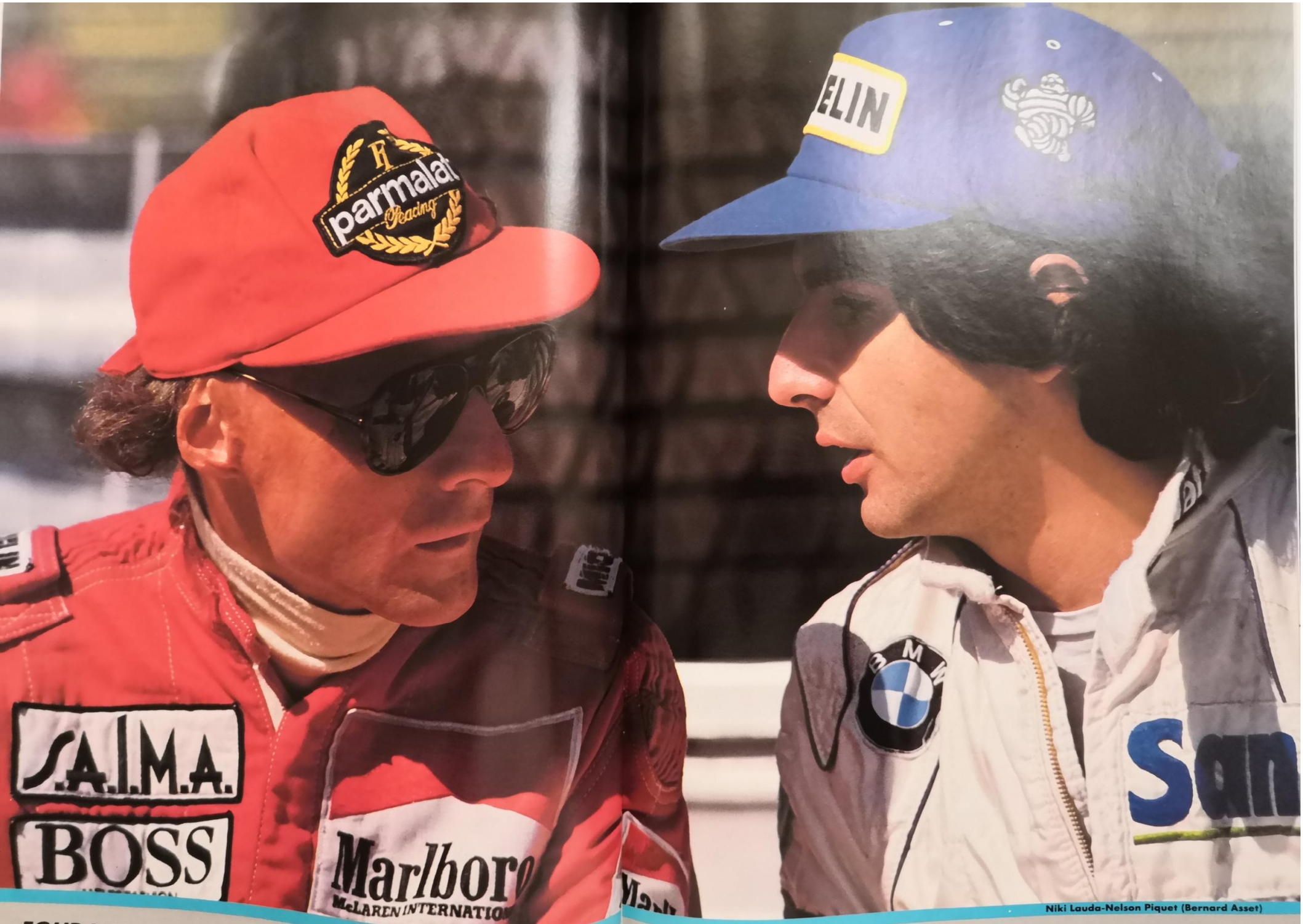
IN THE POINTS

He had worked his way up to third place, Elio had (upper left), before he was gobbled up by the Ferraris. He would have been happy to hold onto his fifth place but the Lotus' Renault engine began to lose power. According to De Angelis, the V6 on the spare car he was driving was "tired". And don't tell his team-manager,



who thinks Elio goes gently on the cars he entrusts to him, but De Angelis had a short trip onto the grass which didn't help matters any. "The problem was it happened on the first part of a double corner and if I tried to turn the second part I would have spun." Elio finished fourth anyway, two places ahead of team-mate Mansell (lower left) who had overtaken him during the race. Nigel subsequently fell behind because "I lost some of my gears". He found himself at one point having to shift from first to third... and so was happy at the end of the day to have salvaged a point.

(photos DPPI and Bernard Asset)



Niki Lauda-Nelson Piquet (Bernard Asset)

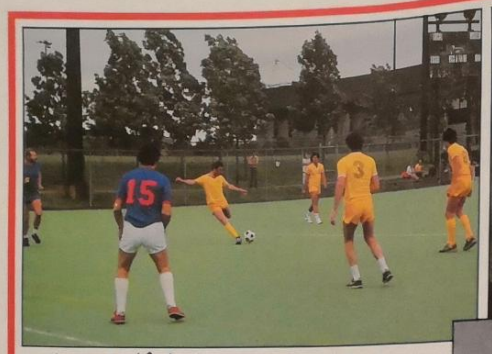
FOUR WORLD CHAMPIONSHIPS BETW

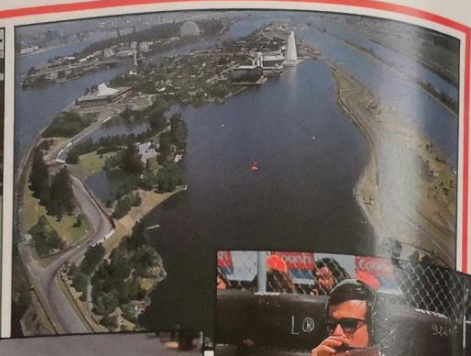
OF

THEM, AND WHO'S TO SAY IT WON'T SOON BE FIVE!

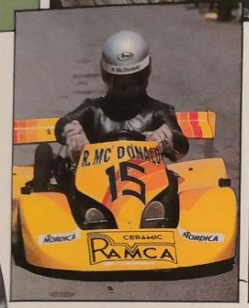
Derek Warwick/Renault (Bernard Asset)

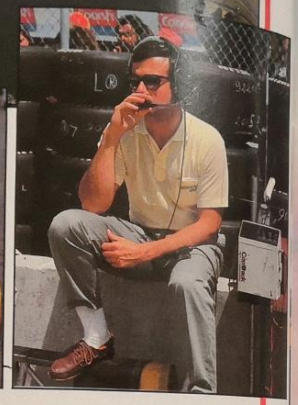
RENAULT STRUGGLES TO KEEP ITS HEAD ABOVE WATER, BUT CANADA DOESN'T DO THE TRICK FOR THEM

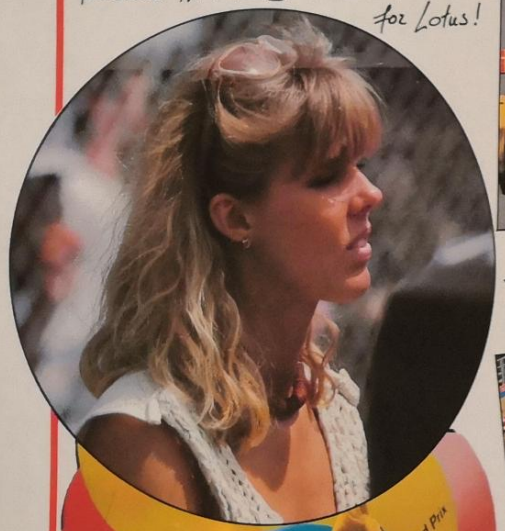




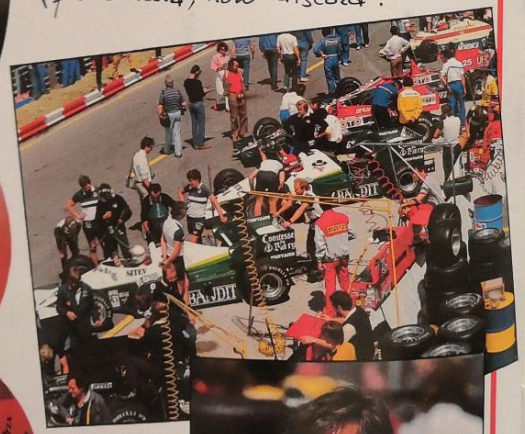
Too bad that Keegan doesn't drive for Lotus!

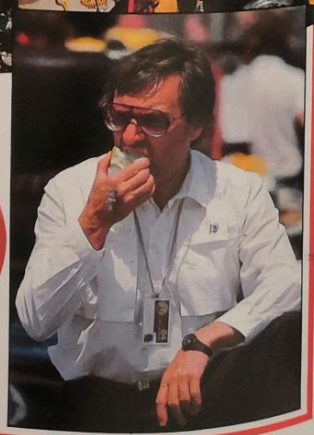






After Concord, now discord?





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ENTRY FORM

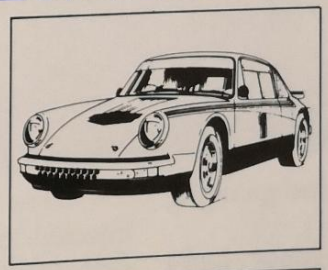
How to enter: Here are two drawings of the fabulous Porsche 911SC Rally Car. All you have to do is circle the 6 differences between the 2 drawings clearly in ink and send your completed entry to:

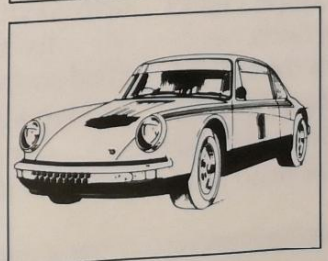
Sealink Prize Draw, PO Box 51, Burnley, Lancs. B11 1BR.

Every entrant will receive a £15 Sealink Car Booking discount voucher with a special Sealink Booking form and instructions, plus a voucher for 200 free Rothmans King Size cigarettes redeemable at any Sealink Duty Free Shop on British Ships.

All correct entries will be placed in a prize draw on September 18th 1984, and winners will be notified by post. The race day will take place in October 1984.

Closing date: 17th September 1984.





Conditions of Entry

1. Only one entry per household. Entry is open to all UK residents over the age of 18, other than employees of Sealink, Grand Prix International, Rothmans International or anyone connected with this competition.
2. There
3. No proofs of purchase are required for entry.
4. Closing date for receipt of entries is 17/9/84. No responsibility will be accepted by the organisers for entries which are lost, delayed or damaged in the post, which are illegible or arrive after the closing date.
5. The judges decision on the differences between the two cars will be final and no correspondence will be entered into.
6. Correct entries will be placed in a prize draw to take place on 18/9/84. Prizes will be awarded to those correct entries drawn out sequentially. All winners will be notified by post. A list of winners will be available on receipt of a stamped addressed envelope to the competition address.
7. Allow 28 days for delivery.
8. The race day will take place in October 1984 on a date to be fixed by the Judges and no responsibility for winners ability to attend can be taken by Sealink, Rothmans International, Grand Prix International nor their agents.
9. All entrants will receive a £15 Discount Voucher for a Sealink Car booking to Continental or Irish ports plus a voucher for 200 Rothmans King Size cigarettes free from any Sealink Duty Free Shop on British Ships.
10. It is a condition of entry that these rules are accepted as final and that competitors agree to abide by the rules.

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Jacques Laffite/Williams (DPPI)

HAPPY JACQUES STRUGGLES TO GET BACK TO THE TOP. THESE ONLOOKERS SEEM NOT TO BE MOVED BY HIS EFFORTS

Le Canada en fête

McLaren TAG (Bernard Asset)

MCLAREN MISSED THE POLE THIS TIME, BUT IT WAS SUNDAY THAT REALLY MATTERED TO PROST AND LAUDA

Stefan Bellof/Tyrrell (DPPI)

SOME SAY IT WOULD HAVE BEEN BELLOF AT MONACO. HIS TIME WILL SURELY COME

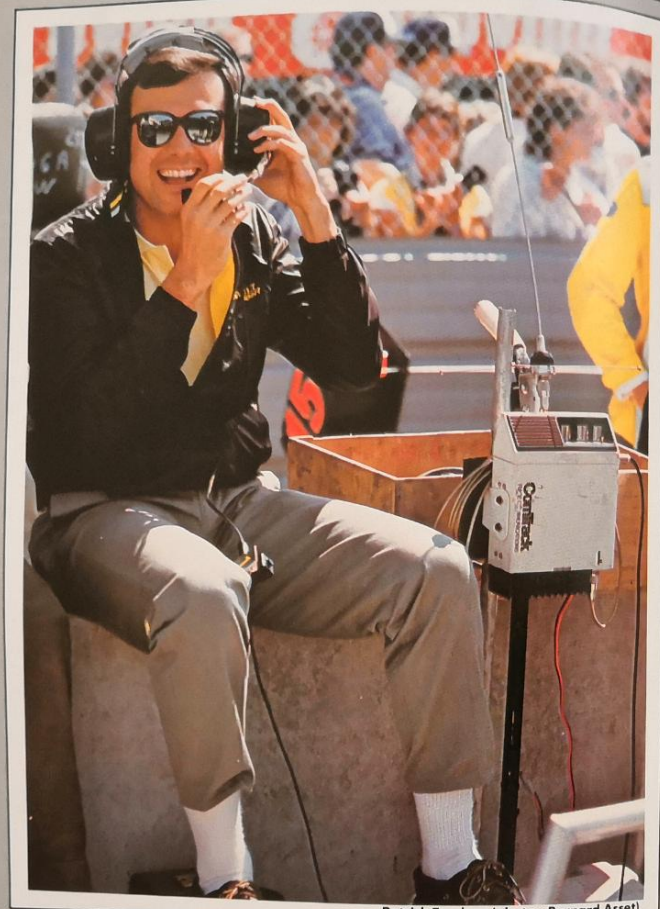
The Canadian GP gets under way (Bernard Asset)

FORMULA 1 CARS SNAKE PAST THE PAVILIONS WHERE THE WORLD'S FAIR WAS STAGED IN 1967

PICKING UP THE PIECES

HE'D JUST COME BACK FROM *INDIANA JONES*, STEPHEN SPIELBERG'S SUCCESSOR TO *RAIDERS OF THE LOST ARK*. PATRICK TAMBAY, THAT IS. TAMBAY who'd had, at Monaco, the latest in his series of misfortunes — in a year that promised, before it started, so much, and had given him so little. For him, the high point of the weekend, stretching the imagination, changing the venue, taking him out of disappointment — into fantasy? *"It brought me into another world,"* says Patrick: *"something else than my worries this weekend."*

I suggest that a sort of fatality seems to be pursuing him. He will have none of it. *"Life gives you good things and then it takes them away. It's a balance."* Yeah, but what has life given him recently, besides a bad start to the season and then that accident in Monaco, from which he still derives a gentle hobble, the sort that marks the man who is gingerly avoiding pain? *"Health,"* says Patrick. *"Health and my family."* Spoken like every man who's faced an accident and found it less bad than it might have been. *"These things are just incidents along the way; they are part of the risks,"* he says calmly. *"Life is not just made up of good things; or just of bad things. You learn to take each in turn: that's part of the driver's life."* Some of the time between Monaco and Montreal was at least agreeable. As from the Monaco hospital he had to go to Paris to look after his broken leg, he thought he might as well take in the French tennis championships at Roland Garros. *"The final, that was spectacular,"* he says. *"Suspense, mystery, a sudden shift in forces: if only motor racing had similar changes... and perhaps it has. Sudden changes of fortune. McLaren shouldn't win tomorrow,"* he adds. *"It takes away from the drama. Lotus should win, or Derek Warwick... and why not?"* For Patrick, what makes life is variety: *"It's a little sad, this way,"* he says. *"Possibilities must open up."* When I told him that wily old fox Ken Tyrrell said to *"look for a surprise in Montreal,"* Patrick agreed. *"Surprise when it comes to fuel,"* he said. *"It's a pretty close thing for McLaren, too. Everybody thinks it's all easy for them; but they have been alternating between triumph and adversity. Prost in Monaco with his brakes, or at Dijon... they won't always succeed."* I pointed out that two years ago, Didier Pironi was in a not dissimilar situation, and then came Hockenheim. Patrick shivered. When he recovered, he said: *"Racing is like that: until the chequered flag, nothing is really settled."* His own accident, in Monaco, he remembers well. *"I saw it coming, but it was very quick, more like a chain of events. Those two up ahead of me* (he means Warwick and Arnoux): *the way they're dicing, something's going to happen. We go into the curve, side by side; neither yields: then the bang. All very quick and I say, damn! my leg! It hurts."*



Patrick Tambay (photo : Bernard Asset)

Warwick's car? Tambay says it was the double shunt: Derek's car is hit, it bangs into the tyres, then it's hit again. In those circumstances, carbon fibre breaks. *"Yes, it worried me."* Which is probably a Tambay understatement. As for himself, he goes to Paris. Without plaster. *"We hoped I'd be ready to drive here,"* he explains. *"The trouble turned out not to be with the break, but with the hit itself. I have a huge bruise on the calf. That's what hurts. It's all black and blue and when I tried to go round, it took just one lap for me to know I wasn't going to make it. It was just too painful. And a bad bruise like that takes time to heal."* He'd been optimistic, however. *"When all is going well, you don't really take into account the punishment you give the body. Then something bothers you, and everything goes wrong. What stopped me was that I knew I couldn't do it right. One leg was banging another. I was slow, inefficient. Yes, it was I who wanted to drive. Gérard Larrousse left it up to me. Tuesday last he left it up to me and when I couldn't go on, he agreed right away."* Or as Larrousse himself said: *"We need two cars, but not Patrick: not unless he's out of pain."*

So what are the prospects? Perhaps not Detroit. There, another driver — Watson, Andretti, Sulivan — a lot of rest, a lot of physiotherapy and a return in Dallas. Full of calm, as always, Patrick. A stoic bearing misfortune equably.

Keith Botsford

SUSPENDED ANIMATION

NOW I STEER THE CAR WITH THE FRONT WHEELS AND NO LONGER WITH THE REAR WHEELS." THIERRY BOUTSEN IS LOOKING VERY CHEERFUL ON THIS sunny Saturday morning. His joke is a two-sided one. On the one hand he's relieved, on the other he hasn't forgotten the problems he had. The newly mounted reinforcement to the rear suspension of his Arrows BMW has greatly improved the car's handling, but the memory of his hellish attempts to qualify at Monaco haven't disappeared:

"I couldn't hope for anything there. Here, it's better. The modifications made by David Wass, our engineer, have solved 25% of the problems. Now we know which way we're going and Dave's going back to England tonight. He's finishing the design of a new suspension and thinks he can have it manufactured in time to bring it to Detroit on Thursday."

1'31"618, Boutsen's time in the second untimed practice session doesn't knock anybody's socks off but for him it's the light at the end of the tunnel:

"To compensate for the problems with the rear suspension we had loosened the springs so much in the last Grands Prix that I was understeering. With the reinforcements, we have to go back to square one in setting the car up. Each time I stop we mount harder springs. But that's not a solution. The basic conception of our rear suspension was fundamentally wrong and continues to impair our handling. Chronic understeering is complicated by these sudden bursts of oversteering caused by the softness of the springs which we still have to use under the gear train."

The last qualifying session, a very fast one. The Belgian driver is confident:

"My time this morning was done with a full tank of gas without really trying to go terribly fast. I was running in the brakes. Everything should be fine."

But that doesn't prove to be the case. He manages only a time of 1'30"073, putting him 18th on the starting grid.

"When I'm on qualifying tyres the front ones don't adhere to the surface, they don't warm up properly, even after I've taken them around for a few laps. On the other hand, the rear tyres only last half a lap. If you're running a lot of turbo boost, the problems with the rear suspension sagging appears again because of the increase in power. Even with the new reinforcements the car is driveable, at best, half a lap. Then it's going everywhere and you have to concentrate on keeping it on the track. If I hadn't broken a turbo this morning I would have had time to go out with an empty tank and then I would have noticed the problem. I'm certain that with race tyres and using a race level of turbo boost, I would have gone faster than I did with qualifying tyres and a lot of turbo boost. Among other things I would have had better grip coming into the corners and less understeering. Finally, one of the major problems is that we have too much weight at the rear. The wheelbase is too short, it's from the A6-Cosworth. That's going to be priority number two for Dave Wass, lengthening it."

The race was no picnic for Thierry Boutsen. His rear tyres had blistered by the third lap, his car was nearly impossible to keep on the track. *"I was stopped everywhere,"* he said later, *"and I decided it wouldn't even be worth stopping for fresh tyres. It wouldn't have been any use."*

The Arrows BMW was lost in the depths of the pack, in the company of Corrado Fabi's Brabham-BMW, Johnny Cecotto's Toleman-Hart and Riccardo Patrese's Alfa Romeo. It was hanging on to its fourteenth position with difficulty when the engine blew. On the 39th lap. Far ahead of it, Stefan Bellof was putting his Tyrrell through its paces. Detroit will be a different race, in different conditions, but the fact of the matter remains that moving up from normally aspirated engines to turbo-charged engines is not as easy as all that. Ken Tyrrell is not as badly off as one might think.

Didier Braillon

Thierry Boutsen/Arrows (photo: Bernard Asset)

STRONGER THAN HELL

IT'S NOT YET EIGHT IN THE MORNING BUT THE LOBBY OF THE HYATT HOTEL IS SWARMING LIKE AN ANTHILL. WARM-UP IS AT NINE O'CLOCK. A VERY EARLY HOUR. ELE-vators packed to the gills make their slow descents to the ground floor. A man leans against a glass wall, looking as if he might be feeling slightly unwell. Nelson Piquet has just got out of bed. *"It's much too early for a Brazilian,"* he murmurs in a dying gasp. End of act one.

Ten o'clock in the morning, the curtain rises on act two. The Ferraris of Alboreto and Arnoux dominated the warm-up sessions. Alain Prost is third with the McLaren-TAG, Nelson Piquet is fourth. Gone is yesterday's supremacy, the cracking form with which he turned in a pole position of 1'25"442, a full 3.287 seconds faster than René Arnoux' time last year. Nelson is well and truly ill. Was it something that he ate last night, maybe? He can't believe such a thing could happen, and yet his stomach seems to be playing unpleasant games with him. The usually piercing, eagle-like look of the man is not there, his eyes are sunken, hollow. Nelson goes off to a corner and is quietly sick. In three hours it's race time.

Act three, the race is in its 35th lap. His Brabham-BMW is in the lead, where it's been since the first lap. Behind him, Prost. Less than five seconds between the two. And Lauda not far behind. The McLaren-TAGs are easily within striking distance. And yet the Brabham-BMW doesn't look especially threatened. All seems to be working perfectly, except that in the cockpit it's panic time. The additional oil radiator mounted in the front of the car, which serves to keep the working temperature of the engine down — a necessary precaution in these uncertain days — is giving off an unbearable amount of heat. In spite of his fireproof shoes and socks, Nelson Piquet's right heel is in agony. *"Five more laps and I'm stopping,"* he thinks. Five laps go by and he keeps driving. In increments of five laps by five laps, Nelson, summoning up all his will- power, finds that he's fifteen laps from the finish. *"It would be too stupid, I can't stop now, I have to keep going. I can win."* But meanwhile he's suffering a thousand tortures. "It must have been incredibly painful," said Pierre Blanchet from Michelin later. *"We could hear him yelling inside his helmet, it was all coming through via the on-board radio."*

Act four, Nelson Piquet has won the race. He has lasted to the end and even managed to grin and bear it through the ceremony on the podium. When he comes down, he takes off his shoe and sock. His foot is as red as Maine lobster. Held up by Janos Lengyel, the old Brazilian journalist who is a sort of spiritual father to him, he hobbles towards the press room:

"The concentration necessary for driving helped me bear the pain. We'd never had the occasion to notice, during qualifying, that the pedals weren't well enough protected from the heat that this new radiator might be putting out. In qualifying, we only do two laps, and in untimed practice the most consecutive laps we ever run are about ten, maximum. So this phenomenon never had a chance to happen before. The race itself was a piece of cake. When Niki Lauda overtook Alain Prost on the 44th lap, I was putting in laps at 1'30", 1'31". I told myself that this was the time to be agressive, and my following laps got down around 1'29". It's

Nelson Piquet (photo : Bernard Asset)

an old tactic, in fact it was Niki Lauda who taught it to me when I started out in Grands Prix, in 1979, with the Brabham Alfa Romeo. Just when the man chasing you thinks he's getting within striking distance and looks like he's narrowing the gap, you speed it up a little. Just a tad, to show him that you still have some power to spare. It's a little trick that usually works pretty well. The driver behind you starts to lose heart, and subconsciously he drops the pace a bit."

Final act, confession time. In an obscure corner of the telex room.

"What I regret the most, now, is that I didn't go on the rafting expedition down the Rivière Rouge on Wednesday. It's so stupid, I didn't go because it was before the race and I was afraid I would hurt myself."

Among those who did go were Ayrton Senna, Stefan Bellof, Riccardo Patrese, Thierry Boutsen, Philippe Alliot, Marc Surer and a fair number of journalists. Everybody got soaking wet but they were all as happy as kids to have gone, in groups of eight, splashing through the wild white water. With mixed fortunes.

"At the end of the day, I'm an easy guy," says Nelson suddenly. *"I like to have fun with anything that comes along, not to miss out on any of life's sensations. I never get depressed. The last six races were bothering me a little bit. Six retirements. I never for a minute thought that I wouldn't win again. I always thought that victory was getting closer."*

Nelson Piquet triumphed over himself as much as over his adversaries in Montreal. By overcoming a queasy stomach and a foot that was being literally cooked as he drove. Driving in those conditions must be nothing if not hell. Piquet proved in Canada he was stronger than hell.

Didier Braillon

PASTA MONTREAL

IT'S NOT BEEN THE BEST OF YEARS FOR ITALIAN DRIVERS. ALBORETO HAS A SINGLE WIN AT ZOLDER — AN EXCEPTION TO THE RULE — PATRESE AND CHEEVER AT Alfa have managed six points between them, the former in Brazil and the latter in South Africa, de Cesaris has a meagre two, also at Kyalami, where Ghinzani, for the troubled Osella, had a bad crash and has garnered nothing but some reputation for trying hard. Of them all, only De Angelis, at Lotus, has had any sort of consistent record: 12 1/2 points and only one DNF. They came to Montreal with change in mind. At Alfa, Chiti had given way entirely to Tonti, ex-Lancia; their problems remained, though both Patrese and Cheever felt improvement was, if not around the corner, somewhere "at the end of the tunnel". That famed Ferrari reliability was still a thing of the past: little niggling problems still made life difficult — as difficult, Alboreto said, "as big problems". As for Osella, life there has always been difficult, now no less so, though Ghinzani has managed more qualifications than any of his predecessors (including Monaco) and has actually finished two races (France and Monaco). And, having left Alfa Romeo for Ligier, Andrea de Cesaris, too, has been through a period of trials: one result, innumerable breakages and few results, his best grid position, in France, being annulled for an empty fire extinguisher.

The beginning of the North American mini-season, saw them all, then, with something to prove. Apart from Alboreto, who had an incidentless practice, Friday was hardly promising. De Cesaris went around fine in the morning; when he got to the afternoon session, he blew his engine. Catch him in the morning, he was full of optimism: *"We are going well at the moment; everything is in constant evolution."* Catch him in the afternoon and he wasn't quite so happy. Elio De Angelis was not that much happier: *"I should have gone out on the soft compounds right away,"* he said. *"It took me forty minutes to go out and when I did, it was too late. The track was all oily. Drivers who blow their engines shouldn't keep doing laps of honour; they just make it dangerous for the rest of us."* Cheever had no great problems, on that day, but Patrese broke a turbo; the results were not distinguished: eighth and tenth and three seconds off the leader, Prost. Saturday brought little comfort, except perhaps to De Angelis, anyway well placed on Friday, when he said *"I thought I really had pole, but Alain pipped me with something extra special"* and Alboreto, who managed to move up a place to sixth. The rest had more than a few problems. Riccardo had a spectacular accident which could have been disastrous. *"My suspension just opened up on me,"* he said. *"That is something that should not happen."* He spent the first forty minutes of timed practice in the pits waiting for his spare car to be ready: then a turbo went even as he set forth. Not a happy man. As for Andrea, his car, from the *"progress"* of Saturday, had become undrivable. *"The nose cone was bottomg all the time,"* said Andrea. *"It was completely undrivable."* Officially, his version was more diplomatic (which must have been appreciated at Ligier): *"I'm still hopeful, but there's a lot of work to be done."* In fact, as Sunday morning warm-up showed, there was total confusion at Ligier. Ligier himself was absent. Hervé Guilpin, who designed the car, was busy with Hesnault; Andrea was stuck with Claude Galopin, who was making a meal of preparing Andrea's car. Rudderless, leaderless, the Ligier mechanics just stood about wondering what to do. It was a scene we'd all seen before.

At Lotus, things were a little happier. Despite slipping back to third on the grid, De Angelis was looking hungry: *"I'm tired of just finishing races,"* he said. *"I think it's high time I won one."* On Sunday morning, of course, both Lotuses blew engines and the mechanics were in for another bout of hard work at high speed.

Ghinzani, talking with Forghieri, seemed more concerned with results at Le Mans: normal in a former endurance racer. Alboreto, who was recovering, mentally, from an encounter with one of those gadfly and gnat-like Italian journalists who are the plague of the profession (this one, when urged by Michele to move his argument out of the Ferrari pits, actually aimed a fist at Michele's eye and managed to split his lip instead) was only puzzled by one thing: why was it that the Ferraris were so much better and faster in race conditions than during practice? *"It's all so quick now between races,"* he said. *"We keep changing bits and pieces and there isn't really enough time to test them all. That's where reliability goes."*

Cheever, on the other hand, was in a more optimistic mood. The Chiti 'dismissal', he said, was purely an Alfa Romeo decision, taken by Ettore Massacesi: *"I think it has to be good for us. At last we seem to have a sense of direction; things get done; we have a plan; we are consulted. The whole team is feeling the difference."* Eddie's always been the optimist, anyway; Riccardo, as usual, was looking dour: as though he'd seen a hundred cosmetic changes in his day, and no real change. Both await the new electronic ignition, which should be ready for Brands.

When it came to race day, only Elio was able to make it into the points. Alboreto came a cropper early on with an engine that cut out on him: some Italians will continue to damn him for not being what he isn't, a sensation-monger, a caresser of the public. To what they think, Michele said, he is *"indifferent"*: without dislike or interest. Cheever dropped out when still in the points with his fuel gone. De Cesaris went — after a Keystone Cop tyre change in the Ligier pits — to a set of malfunctioning brakes. Patrese banged into a tyre wall and Ghinzani, after a bump with Hesnault, soldiered on a few laps before retiring with a broken transmission. As for Fabi, who is now as much American as Andretti is Italian, it was his teammate's race, not his.

Keith Botsford

Riccardo Patrese/Alfa Romeo (Photo Bernard Asset)

Lap by lap. Giro per giro. Tour par tour. Lap by lap. Giro per giro. Tour p
1 NELSON PIQUET Brabham BT 53 BMW
7 ALAIN PROST McLaren MP 4/2 - TAG
11 ELIO DE ANGELIS Lotus 95 T Renault
16 PIERRE HENRI RAPHANEL Lavazza March 881 Cosworth
4 DEREK WARWICK Renault RE 50
28 RENÉ ARNOUX Ferrari 126 C4
27 MICHELE ALBORETO Ferrari 126 C4
12 NIGEL MANSELL Lotus 95 T Renault
8 IVAN LAPPIN McLaren MP 4/2 - TAG
19 AYRTON SENNA Toleman TG 184 Hart
24 ANDREA DE CESARIS Ligier JS 23 Renault
23 EDDIE CHEEVER Alfa Romeo 184 T
14 MANFRED WINKELHOCK ATS D 7 BMW
25 FRANÇOIS HESNAULT Ligier JS 23 Renault
22 RICCARDO PATRESE Alfa Romeo 184 T
6 KEKE ROSBERG Williams FW 09 Honda
2 CORRADO FABI Brabham BT 53 BMW
5 JACQUES LAFFITE Williams FW 09 Honda
18 THIERRY BOUTSEN Arrows A 7 BMW
24 PIERCARLO GHINZANI Osella FA 1 F Alfa Romeo
20 JOHNNY CECOTTO Toleman TG 184 Hart
3 MARTIN BRUNDLE Tyrrell 012 Cosworth
4 STEFAN BELLOF Tyrrell 012 Cosworth
17 MARC SURER Arrows A 6 Cosworth
21 HUUB ROTHENGATTER Spirit 101 B Hart
10 MIKE THACKWELL RAM 02 Hart
9 PHILIPPE ALLIOT RAM 02 Hart
PIT STOPS AND RETIREMENTS
Alboreto: retired lap 8, turbo. Arnoux: pit stop lap 14, fresh tyres; retired lap 70, out of fuel. Hesnault: retired lap 12, gearbox. Arnoux: pit stop lap 23, fresh tyres; retired lap 33, gearbox. Rothengatter: pit stop lap 32, fresh tyres; retired lap 70, out of fuel. De Cesaris: pit stop lap 32, engine. Rosberg: retired lap 39, engine. Ghinzani: retired lap 32, turbo. De Cesaris: retired lap 39, accident. Boutsen: pit stop lap 50 to take on water; 57, fresh tyres; retired lap 60, suspension. Laffite: retired lap 39, accident. Thackwell: retired lap 41, brakes. Patrese: retired lap 41, turbo. Bellof: pit stop lap 50, fresh tyres; pit stop lap 56, fresh tyres; retired lap 66, out of fuel. Fabi: retired lap 41, turbo. Warwick: pit stop lap 50, fresh tyres; pit stop lap 56, to take on water; retired lap 62, engine. Cheever: retired lap 66, out of fuel. Mansell: pit stop lap 52, transmission; retired lap 70, out of fuel.

STATISTICS

CANADIAN GRAND PRIX

Date: June 17, 1984.
Circuit: Gilles Villeneuve.
Length: 4.41 km (2.74 miles).
Race distance: 70 laps or 307.700 km (191.800 miles).
Weather: fine and hot.
Attendance: 65,000 on race day, 128,000 over the three days.

GILLES VILLENEUVE

PREVIOUS WINNERS (five last years)

1979: Jones (Williams-Ford)
1980: Jones (Williams-Ford)
1981: Laffite (Talbot-Ligier JS 17)
1982: Piquet (Brabham BT 50)
1983: Arnoux (Ferrari 126C4)

THEIR BEST RACE LAPS

PIQUET	1'28"783	(55)
LAUDA	1'29"083	(54)
PROST	1'29"433	(34)
ARNOUX	1'30"210	(36)
MANSELL	1'30"503	(51)
WARWICK	1'30"560	(50)
CHEEVER	1'30"628	(56)
ALBORETO	1'30"990	(05)
WINKELHOCK	1'31"071	(56)
DE ANGELIS	1'31"305	(59)
ROSBERG	1'31"647	(27)
FABI	1'31"767	(30)
SENNA	1'31"822	(67)
LAFFITE	1'32"124	(30)
BRUNDLE	1'32"385	(45)
BELLOF	1'32"428	(36)
CECOTTO	1'32"537	(59)
DE CESARIS	1'32"591	(30)
PATRESE	1'32"716	(31)
BOUTSEN	1'33"069	(33)
SURER	1'33"858	(33)
GHINZANI	1'34"664	(03)
HESNAULT	1'35"176	(05)
ALLIOT	1'35"498	(48)
THATCKWELL	1'37"157	(14)
ROTHENGATTER	1'37"209	(03)

STARTING GRID

PROST McLaren MP4/2 TAG 1'26"198 (2)	**PIQUET** **Brabham BT53-BMW** **1'25"442 (2)**
WARWICK Renault RE 50 1'26"420 (2)	DE ANGELIS Lotus 95T-Renault 1'26"306 (2)
ALBORETO Ferrari 126 C4 1'26"764 (2)	ARNOUX Ferrari 126 C4 1'26"549 (2)
LAUDA McLaren M14/2 TAG 1'27"392 (2)	MANSELL Lotus 95T-Renault 1'27"246 (2)
DE CESARIS Ligier JS 23-Renault 1'27"922 (2)	SENNA Toleman TG 184-Hart 1'27"448 (2)
WINKELHOCK ATS D7-BMW 1'28"909 (2)	CHEEVER Alfa Romeo 184T 1'28"032 (2)
PATRESE Alfa Romeo 184T 1'29"205 (1)	HESNAULT Ligier JS 23-Renault 1'29"187 (2)
C. FABI Brabham BT53-BMW 1'29"764 (2)	ROSBERG Williams FW 09 Honda 1'29"284 (2)
BOUTSEN Arrows A7 BMW 1'30"073 (2)	LAFFITE Williams FW 09 Honda 1'29"915 (2)
CECOTTO Toleman TG 184-Hart 1'31"459 (2)	GHINZANI Osella FA1F Alfa Romeo 1'30"918 (2)
BELLOF Tyrrell 012-Cosworth 1'31"797 (2)	BRUNDLE Tyrrell 012 Cosworth 1'31"785 (2)
ROTHENGATTER Spirit 101B-Hart 1'32"920 (2)	SURER Arrows A6-Cosworth 1'32"756 (2)
ALLIOT RAM 02-Hart 1'35"286 (1)	THACKWELL RAM 02-Hart 1'33"750 (2)
FORFEIT Tambay/Renault RE50	

OFFICIAL QUALIFYING TIMES

	Untimed practice 1	Timed practice 1	Untimed practice 2	Timed practice (2)	Warm-up Sunday
1. PIQUET	1'29"230	1'27"154	1'29"278	1'25"442	1'30"648
2. C. FABI	1'31"500	1'30"831	1'29"227	1'29"764	1'33"367
3. BRUNDLE	1'33"510	1'33"945	1'31"631	1'31"785	1'33"618
4. BELLOF	1'34"041	1'34"309	1'31"828	1'31"797	1'32"788
5. LAFFITE	1'32"123	1'30"115	1'29"718	1'29"915	1'33"027
6. ROSBERG	1'35"644	1'29"423	1'30"351	1'29"284	1'32"581
7. PROST	1'28"505	1'26"477	1'27"551	1'26"198	1'30"324
8. LAUDA	1'29"654	1'28"548	1'27"453	1'27"392	1'30"884
9. ALLIOT	1'35"376	1'35"286	1'36"672	1'36"900	1'36"794
10. THACKWELL	1'36"876	1'34"921	1'36"730	1'33"750	1'39"688
11. DE ANGELIS	1'29"914	1'27"139	1'26"686	1'26"306	1'30"789
12. MANSELL	1'27"841	1'28"277	1'28"717	1'27"246	1'31"334
14. WINKELHOCK	1'57"967	1'32"311	1'29"888	1'28"909	1'33"051
15. TAMBAY	1'41"628				
16. WARWICK	1'31"478	1'29"682	1'28"121	1'26"420	1'31"853
17. SURER	1'34"151	1'33"014	1'34"074	1'32"756	1'35"280
18. BOUTSEN	1'31"628	1'30"881	1'31"618	1'30"073	1'33"338
19. SENNA	1'30"633	1'29"282	1'30"425	1'27"448	1'33"062
20. CECOTTO	1'32"221	1'34"731	1'31"991	1'31"459	1'34"461
21. ROTHENGATTER	1'55"344	1'35"217	1'35"099	1'32"920	1'37"564
22. PATRESE	1'30"958	1'29"205	1'33"782	1'30"064	1'33"855
23. CHEEVER	1'30"750	1'29"418	1'29"933	1'28"032	1'33"430
24. GHINZANI	1'32"313	1'32"189	1'30"538	1'30"918	1'34"781
25. HESNAULT	1'33"921	1'31"146	1'31"685	1'29"187	1'36"332
26. DE CESARIS	1'32"077	1'29"618	1'31"574	1'27"922	1'34"092
27. ALBORETO	1'31"204	1'28"604	1'27"495	1'26"764	1'30"176
28. ARNOUX	1'30"716	1'27"917	1'28"609	1'26"547	1'29"906

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren 56.5 points; 2. Ferrari 25.5 points; 3. Lotus 20.5 points; 4. Renault 20 points; 5. Williams 11 points; 6. Brabham 9 points; 7. Tyrrell 7 points; 8. Alfa Romeo 6 points; 9. Toleman 3 points; 10. Ligier 2 points; 11. Arrows 1 point.

RESULTS

1. Piquet/Brabham BT53 BMW, 70 laps or 308.700 km in 1 Hour 46'23"748, at an average speed of 174.085 kph.

2. Lauda	McLaren MP4/2 TAG	0'02"612
3. Prost	McLaren MP4/2-TAG	1'28"032
4. De Angelis	Lotus 95T Renault	1 lap
5. Arnoux (*)	Ferrari 126 C4	2 laps
6. Mansell (*)	Lotus 95T Renault	2 laps
7 Senna	Toleman TG 184 Hart	2 laps
8. Winkelhock	ATS D7-BMW	2 laps
9. Ceccotto	Toleman TG 184-Hart	2 laps
10. Brundle	Tyrrell 012-Cosworth	2 laps
11. Alliot	RAM 02 Hart	5 laps
12. Cheever (**)	Alfa Romeo 184T	7 laps

(*): ran out of petrol in last lap. Maintained position in results.
(**): ran out of petrol in 66th lap while he was fifth.
Not classed:

Rothengatter	Spirit 101R Hart	14 laps

DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	PORTUGAL	TOTAL
1 PROST	9	6		9		4,5	4										32,5
2 LAUDA		9			9		6										24
3 ARNOUX			4	6	3	1,5	2										16,5
4 DE ANGELIS	4		2	4	2	0,5	3										15,5
5 WARWICK		4	6	3													13
6 ROSBERG	6		3		1	1											11
7 ALBORETO			9														9
PIQUET							9										9
9 TAMBAY	1				6												7
10 BELLOF			1	2		2											5
MANSELL					4		1										5
12 SENNA		1			3												4
CHEEVER	3																3
PATRESE		3															3
15 DE CESARIS		2															2
BRUNDLE	2																2
17 BOUTSEN				1													1

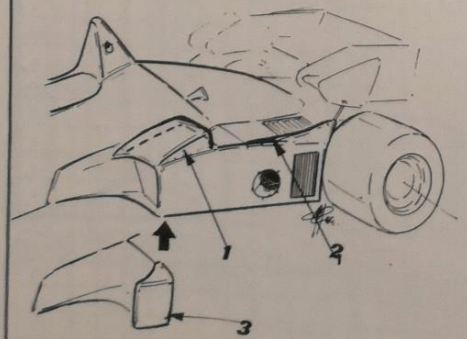
ALFA ROMEO EURORACING

22. ALFA ROMEO BENETTON / ALFA ROMEO 184T/02: Riccardo Patrese (I)
14th in qualifying, DNF in race.
23. ALFA ROMEO BENETTON / ALFA ROMEO 184T/03: Eddie Cheever (USA)
11th in qualifying, 12th in race.
T. ALFA ROMEO BENETTON / ALFA ROMEO 184T/01

Giovani Tonti, the small Italian with the Mephistophilis-like moustache, was attending his first race with Alfa Romeo. He joined Alfa at the Monaco Grand Prix, and was formerly development engineer for Lancia. He is taking over from Carlo Chiti, who remains president of Autodelta but who will no longer be going to races. It would seem that the drivers were behind his departure, which was instigated by Pavanello and then Massacesi, President of Alfa Romeo. The engines used in Montreal have had modifications made to the injection system, in order to reduce fuel consumption. The three 184Ts have new aerodynamics, the sidepods being raised up at the front, and vertical sideplates like sharks fins added to the rear end in front of the wheels. The wings have five fins, plus one forward facing, for the central part.
On Friday morning, Patrese broke the right side Avio turbo, which is now a faithful copy of the German KKK.
On Saturday, Cheever spent a lot of time testing the aerodynamics. Patrese, who went off rather violently in the morning, had to use the spare car in the afternoon for qualifying. But the right turbo broke at the start and he had to wait until the final minutes before resuming. He only managed two laps and was not able to improve on his best time from Friday. He used 184/T01 for the race.
Engine: 1500cc V8 890T Alfa Romeo, with twin Avio turbo.
Tyres: Goodyear.

NEW SIDEPODS FOR THE ALFA 184T

In (1) the sidepods are raised up at the leading edge while in (2) vertical elevation showing the new wing. These modifications were used in Friday qualifying. In (3) the extended sidepod at the front tried by Eddie Cheever on Saturday.



ARROWS BMW COSWORTH

17. BARCLAY TEAM ARROWS / ARROWS-COSWORTH A6/4: Marc Surer (CH)
23rd in qualifying, DNF in race.
18. BARCLAY TEAM ARROWS / ARROWS-BMW A7/2: Thierry Boutsen (B)
18th in qualifying, DNF in race.
T. BARCLAY TEAM ARROWS / ARROWS-BMW A7/1

Once again, Boutsen is driving the BMW powered A7 and Surer has the Cosworth A6. Just as in Monaco, where Surer preferred to stay with the Cosworth when he could have had the BMW. The choice was Boutsen's in Montreal and he didn't hesitate for a moment, knowing the circuit here to be a quick one. Jackie Oliver would like both his drivers to have the A7 but the BMW engines, prepared in Switzerland by Heini Mader, are still few and far between.
The A7/2 has the same rear suspension as in Monaco, (widened by lower wishbones and lengthened by upper rockers), and which is now reinforced by an upper pull-rod and a linkage rod located ahead of the driveshaft to improve tracking. The rear brake discs are of the single calliper AP type, a change from Monaco when they were Brembo single calipers. The A7/1 spare uses the original (pre-Monaco) rear suspension, and single caliper Lockheed rear brake discs. Both cars still have no engine cover and the roll hoop is totally uncovered, as it was in Dijon. The upper part of the sidepods has been cut away to allow for better engine cooling.
The wings have three fins on both the central portion and the sideplates. The non-modified A6/4 has a small wing with three fins and no sideplates. Boutsen broke a turbo thirty minutes before the end of the untimed session on Saturday morning.
Engines: 1500cc 4 in-line BMW M12/13 with single KKK turbo, or normally aspirated 3000cc V8 Cosworth DFV.
Tyres: Goodyear.

ATS-BMW

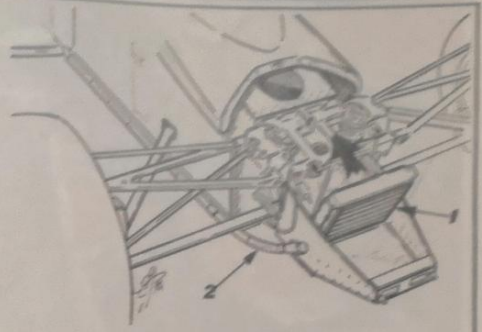
14. ATS WHEELS / ATS-BMW D7/1: Manfred Winkelhock (D)
12th in qualifying, 8th in race.

It was a risky situation for the brave German team. They came to Montreal without a spare car.
The old D6/3 was completely wrecked in the spectacular shunt during Thursday's practice session at Monaco. The second D7 tub won't be ready until Dallas, or even Brands Hatch. ATS haven't as yet managed to score a point in the championship, and it looks as though if things don't improve, Gunter Schmid will be forced to give up racing for the remaining part of the season. On the other hand, if things do brighten up, he might decide to enter two wars in the 1985 championship. No modifications were made to the D2/1 for Montreal.
Its wings have four fins and there is a fin more to the front on the central portion. There are four fins for the side-plates.
Winkelhock only managed to complete two laps before his engine blew. This was due to two camshaft pinions breaking, and a new block was fitted for the afternoon. However, the ATS only got out onto the track twenty-five minutes into the session.
He completed one lap and had to stop when the clutch went. On Saturday, the front fin was removed from the central part of the rear wing, Winkelhock was then able to improve on his times with no further problems.
Engine: 1500cc 4 in-line BMW M12/13 with single KKK turbo.
Tyres: Pirelli.

BRABHAM BMW

1. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT53/5: Nelson Piquet (BR)
1st in qualifying, 1st in race.
2. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT53/2: Corrado Fabi (I)
16th in qualifying, DNF in race.
T. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT53/3.

Teo Fabi was called in again to replace his brother Teo, who was at Portland, Oregon, for the fifth round of the CART championship.
The three BT53s sported a number of modifications and for the race were in the same trim as seen at Brands Hatch testing on June 6-7. There was an extra oil radiator in the nose to help lower the oil temperature. The rear bodywork was entirely redesigned, enclosing the air box of the BMW engine. It was completely hidden with no air duct through the top part. This air is now chanelled towards the back of the car. The new BT53 "B" which may well make its debut at Brands, will have longer side pods and narrower rear bodywork inspired by McLaren.



For Montreal the BT53s were equipped with three fins on the rear wing and three fins for the side plates. Fabi's car was fitted with steel brake discs.
Piquet's car and the spare were both fitted with Heatco carbon fibre discs. The Brazilian driver broke the left driveshaft when he stopped for his second set of qualifying tyres on Friday afternoon. He was driving the spare car, BT53/3. He continued using this car on Saturday, and in spite of a fire (extinguished extremely rapidly), he took a spectacular pole position on his first set of tyres. For the race, Piquet used his usual car, BT53/5.
Engine: 1500cc 4 in-line BMW M12/13 with single KKK turbo.
Tyres: Michelin.

New nose section on the Brabham BT53.
(1) The extra oil radiator which is fed by an exterior oil line.
(2) The air which has passed through it, escapes through a duct in the bodywork following the route shown by the arrows.

LOTUS RENAULT

11. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/03 Elio de Angelis (I)
3rd in qualifying, 4th in race.
12. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/02: Nigel Mansell (GB)
7th in qualifying, 6th in race
T-CAR. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS RENAULT 95T/04:

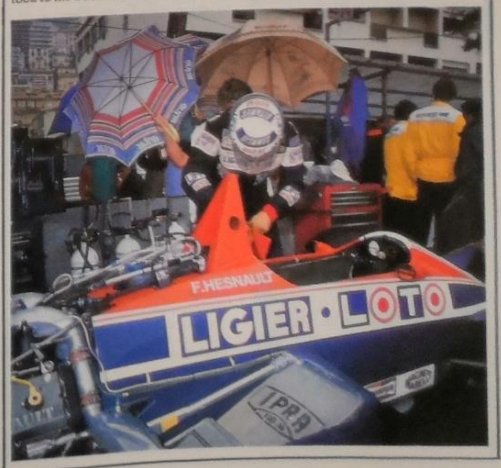
Lotus had four cars at the Monaco Grand Prix, but for Montreal only three. Mansell arrived at Montreal feeling pleased with the times he had put in during testing at Brands Hatch — he was fastest there.
De Angelis' 95T/03 had a new intercooler for the turbo system. It was similar to the one used on Warwick's Renault at Zolder, and was also seen on two of the three "Régie" cars at Monaco. The 95T/04 still sports the bevelled edge to the side pods together with a horizontal deflector running along the bodywork, first seen at Dijon.
After Dallas, Lotus will be trying the bodywork which was tested at the Paul Ricard circuit in the south of France last winter. The tests wil take place at Zeltweg, and should produce better streamlining for the fast circuits that are on the summer calendar. It also means that in this trim, with the new intercooler, over heating problems will be solved. At Montreal, the 95Ts had three-fin wings with another placed a little more forward for the central section. The sideplates had three fins. On Friday afternoon, Mansell was only able to get onto the track fifteen minutes before the end of practice, due to fuel problems which meant that the engine wouldn't fire up. He was therefore unable to get a good lap time in on his second set of qualifying tyres. He also broke a turbo on Saturday morning. De Angelis also had a turbo blow. He then carried on in the spare car in which he did his best lap time. However Mansell had to stop when his engine went. The team had to change two engines in between practice sessions. De Angelis' engine Had a misfiring problem when the turbo broke. The Italian driver qualified in the end using the spare car on Saturday afternoon, rather than wait for his own car. On Sunday he was back at the wheel of his usual 95T-03.
Engine : 1500 cc V6 EF4 Renault with twin Garrett turbo.
Tyres : Goodyear.

N.B. Following information published in our "Tops" of the last edition in the Paddocks section, Peter Warr from Lotus and Charlie Crichton-Stuart from TAG have asked us to make it quite clear that as yet no talks have taken place between the two companies concerning the association of the two groups. We said that it might be possible that Lotus and TAG team up, and we also made a brief comment about Lotus discontinuing with Pirelli.
Peter Warr's denial of the TAG deal does then put paid to further rumours in our Paddocks section this week. Mr. Warr is insistent that no plans are afoot but then our sources are not always that far off the mark, we're sure you'll agree.

LIGIER RENAULT

25. LIGIER-LOTO/LIGIER RENAULT JS 23/02: François Hesnault (F)
13th in qualifying, DNF in race.
26. LIGIER-LOTO / LIGIER-RENAULT JS 23/04: Andrea De Cesaris (I)
10th in qualifying, DNF in race.
T. LIGIER-LOTO / LIGIER-RENAULT JS 23/01

There were new modifications to the JS 23s. They were equipped with three fins for the central portion of the wing and two fins on the sideplates except for the spare car, which had an extra fin fixed to the front. De Cesaris blew his engine while using his second set of qualifying tyres and oil was sprayed onto the track. On Saturday morning, the radiator exploded. In the afternoon he was only took to the track ten minutes before the end of the practice session. The reason seemed to be simply that the Roman was in a bad temper. It looked as though things were rather tense in the Ligier camp this weekend. On Sunday morning, de Cesaris had yet another problem during the warm-up — an electrical failure.
Engine: 1500cc V6 EF4 Renault with twin Garrett turbo.
Tyres: Michelin.



MCLAREN TAG

7. MARLBORO MCLAREN INTERNATIONAL / MCLAREN-TAG MP4-2/2: **Alain Prost (F)**
2nd in qualifying, 3rd in race.
8. MARLBORO MCLAREN INTERNATIONAL / MCLAREN-TAG MP4-2/3: **Niki Lauda (A)**
8th in qualifying, 2nd in race.
T. MARLBORO MCLAREN INTERNATIONAL /MCLAREN TAG MP4 2/1

There were no important changes on the MP4s which should soon be updated as designer John Barnard and Porsche engineer Hans Mezger had stayed behind in Europe to work on them. The three cars all had carbon fibre SEP brake discs, together with McLaren calipers. The vibration problems from the front left wheel on Prost's car at Dijon and Mocano have been traced. No official explanation has been given. There are three-fin wings with another fin placed further forward for the central portion. The sideplates have two fins.
On Saturday afternoon, Prost used his Monaco engine as he did the day before. He stopped after putting on the first set of tyres due to falling oil pressure. Fortunately for Prost, Lauda had just finished using his 2 sets of tyres on his car and it was quickly adjusted to Prost's specifications. He then went out on his second set of qualifying tyres. At the same time, the Austrian decided to go out on his used second set of tyres in the spare car.
Engine: 1500cc TAG POI V6 with twin KKK turbo.
Tyres: Michelin..

RAM-HART

9. SKOAL BANDIT RAM AUTOMOTIVE / RAM-HART 02/1: **Philippe Alliot (F)**
26th in qualifying, 9th in race.
10. SKOAL BANDIT RAM AUTOMOTIVE 02/2: **Mike Thackwell (NZ)**
25th in qualifying, DNF in race.

The new bodywork for the RAM 02s is at last ready. It is more streamlined and rounded than before. The cars have raced in several Grands Prix without an engine cover. This was to avoid disturbing the air flow over the rear wing. The 02/2 is fitted with the new rear suspension used on the 02/1 at Monaco. It has upper rockers and pull rods. There are three wing sections with one fin placed further forward for the central part. The sideplates have two fins.

Alliot found that the modified RAM was easier to drive than before on race tyres, but that the rear wheels lost their grip when on qualifying tyres. Jonathan Palmer was racing at Le Mans.
Mike Thackwell from New Zealand was there to take his place. Mike, who's only twenty-three, is way ahead in the European Formula 2 championship, winning the Pau Grand Prix on June 11. He was entered in the 1980 Canadian Grand Prix, driving a Tyrrell-Cosworth. He had to forfeit his place at the re-start, giving his place to Jarier whose own car had been damaged during the pile-up caused by Piquet and Jones. On Saturday afternoon, Alliot came up against turbo problems which forced him to qualify in Thackwell's 02/2. An electrical failure prevented him from improving on his lap times.
Engine: 1500cc 4 in-line 415T Hart with single Holset turbo.
Tyres: Pirelli.

OSELLA ALFA-ROMEO

24. KELEMATA OSELLA SQUADRA CORSE / OSELLA ALFA ROMEO FA1F/2: **Piercarlo Ghinzani (I)**
24th in qualifying, DNF in race.
24. KELEMATA OSELLA SQUADRA CORSE / OSELLA ALFA-ROMEO FA1F/3.

Osella recently did some private testing at Monza with Piercarlo Ghinzani and Jo Gartner. The Austrian driver, who raced at Imola in an old normally aspirated FA1E, will be driving at Brands Hatch in a third FA1F which should soon be completed. The FA1E/1 and 2 at Montreal had four-fin rear wings for the central portion, and four fins for the sideplates.
The Osellas can be fitted with either a short or long nose. The latter was fitted for Friday's practice session. It was kept for Saturday and as it proved effective it was kept for the race itself.
Engine: 1500cc V8 890T Alfa Romeo with twin Avio turbo.
Tyres: Pirelli.

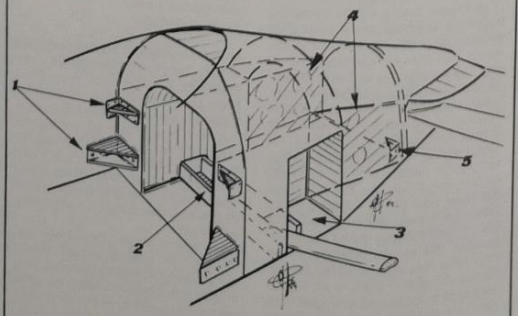
RENAULT SPORT

15. RENAULT ELF / RENAULT RE 50/07: **Patrick Tambay (F)**
Forfeited the race.
16. RENAULT /ELF / RENAULT RE 50/04: **Derek Warwick (GB)**
4th in qualifying, DNF in race.
T. RENAULT ELF/RENAULT RE 50/03

Renault have worked relentlessly since Monaco where the RE 50/05 and RE 50/06 tubs were destroyed in the accident on the first lap at Sainte Dévote. Renault explained why the bodywork broke in two, following sinde comments by rival teams.
Apparently it was due to two successive impacts. There was the initial thump against the guardrail and then there was a second impact when Tambay's Renault hit Warwick's car. However, there's no denying the fact that when Warwick shunted at Dijon, the suspension penetrated the cockpit. The same thing happened at Monaco, and Tambay fractured a bone below the knee.
Chassis RE 50/07 is a new shell and RE 50/04 is the shell from the Dijon Grand Prix, now repaired and as good as new. It had some carbon and aluminium reinforcing at the point where the shock absorbers are fixed to the front of the car. Both cars were equipped with new larger intercoolers for the turbos. They are similar to those fitted to De Angelis' Lotus at Montreal. All three RE50s featured steel discs. Carbon-fibre SEP brake discs with large Renault calipers, have been temporarily abandoned. There were three-fin wings at the back and two-fin sideplates.

On Friday morning, Tambay only completed four laps and then gave up the idea of trying to drive with his injured leg. Warwick blew his engine and used the spare car. The engine was down on power so he took Tambay's car. The engine on that went too, at the end of the session.
These problems were put down to faulty ignition causing the plugs to melt. The RE 50/07 and RE 50/04 engines were changed but not the RE 50/03. Warwick had to work hard on his car before being able to go out and put in some lap times — in the last few minutes of the session.
On Saturday, all the adjustements were done, from the shock absorbers to the gear ratios. Warwick was then able to go out and improve considerably. When he compared his RE 50/04 with Tambay's RE 50/07 he finally opted for the latter in the final session and for the race he used RE 50/04.
Engine: 1500cc V6 EF4 Renault with twin Garrett turbo.
Tyres: Michelin.

Changes made to the front on the RE50/04 and 07 tubs. In (1) the two reinforcements placed one on top of each other and on each side of the carbon tub. They are made out of aluminium. In (2), the transverse frame holding up the lower wishbones is made out of carbon and steel. They are designed to spread the strain over a larger surface. In (3) the tub section in which the shock absorbers are anchored has not been changed. In (4), extra aluminium skins reinforce a section of the carbon fibre. In (5) the lower reinforcement is placed on each side of the axle just in front of the nosecone.



SCUDERIA FERRARI

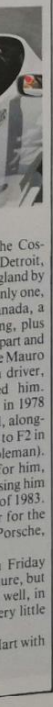
27. SCUDERIA FERRARI / FERRARI 126 C4/076: **Michele Alboreto (I)**
6th in qualifying, DNF in race.
28. SCUDERIA FERRARI / FERRARI 126 C4/075: **René Arnoux (F)**
5th in qualifying, 5th in race.
T. SCUDERIA FERRARI / FERRARI 126 C4/074.

Ferrari came to Montreal with just three cars this time. Alboreto and Arnoux shared the spare car. The Italian driver tested a new Marelli-Weber injection system, which was entirely electronic, during the testing at Brands Hatch on June 6-7. However for the Canadian Grand Prix, the 126 C4s were equipped with the Lucas Ferrari mechanical system with electronic servo-control. The 126 C4/076 is a new chassis. The 126 C4/074 was fitted with a narrower front track by 10 centimetres. This was because the wishbones were shorter. The 126 C4/074, 075 and 076 were equipped with the suspension layout seen at Dijon — the upper wishbones lengthened by 4 centimetres. The central wings have three fins and two fins for the side plates. On Friday the spare car had a 6 into 1 exhaust system. Arnoux stopped twice during the morning practice session with fuel pump problems. He decided to qualify using the spare car for the afternoon session.
On Saturday morning, the narrow track was changed so that the car was back in its usual configuration. Alboreto also switched to the 6 into 1 exhaust system, and on Sunday Arnoux's car was prepared likewise.
Engine: 1500cc V6 126C Ferrari with twin KKK turbo.
Tyres: Goodyear.

SPIRIT HART

21. SPIRIT RACING / SPIRIT HART 101/B: **Huub Rothengatter (NL)**
24th in qualifying, NC in race.

During the Monaco Grand Prix, it was said that the Spirits would use DFV Cosworth engines as from Montreal, instead of the Hart 415T, since these are becoming less available. However the Cosworths will not be ready until Detroit, for the 101B/1, modified in England by Gordon Coppuck. There was only one, original chassis, present in Canada, a 101B/2 with a double rear wing, plus two forward fins for the central part and two fins for the sideplates. Since Mauro Baldi was at Le Mans, Dutch driver, Huub Rothengatter, replaced him. Having begun his career in F3 in 1978 with the Racing Team Holland, alongside Jan Lammers, he went on to F2 in 1979 (Chevron) and 1980 (Toleman). But things didn't go too well for him, a motor bike accident immobilising him for some time at the beginning of 1983. He returned to racing last year for the Spa 1000 kms, with a Kremer Porsche, bought by a Dutch sponsor.
Rothengatter was held up on Friday morning with transmission failure, but on the whole he did extremely well, in spite of the fact that he had very little chance to practice.
Engine: 1500cc 4 in-line 415T Hart with single Holset turbo.
Tyres: Pirelli.



TOLEMAN HART

19. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/02 (4): **Ayrton Senna (BR)**
9th in qualifying, 7th in race.
20. TOLEMAN GROUP MOTORSPORT / TOLEMAN HART TG 184/03: **Johnny Cecotto (V)**
20th in qualifying, DNF in race.
T. TOLEMAN GROUP MOTORSPORT / TOLEMAN HART TG 184/01

No important modifications have been made to the TG 184s, which used a double finned front wing and a three finned rear wing. As for Monaco, the spare TG 184/01 used a Hart engine with an electronic injection system with two injectors for each cylinder.
On Friday morning, both Senna and Cecotto had engine failures. The engines were changed for the afternoon, but the Brazilian, who drove the TG 184/1 in the morning, used the same car on Saturday afternoon. The car had the original Hart engine, and Senna used it again in the morning after the engine of his TG 184/02 (4) broke.
Engine: 1500cc 4 in-line 415T Hart, with single Holset turbo.
Tyres: Michelin.

TYRRELL COSWORTH

3. TYRRELL RACING ORGANISATION / TYRRELL COSWORTH 012/2: **Martin Brundle (GB)**
21st in qualifying, 10thin race.
4. TYRRELL RACING ORGANISATION / TYRRELL COSWORTH 012/4: **Stefan Bellof (D)**
22nd in qualifying, DNF in race.
T. TYRRELL RACING ORGANISATION / TYRRELL COSWORTH 012/1

The 012/3 having been completely demolished in the accident during Saturday qualifying at Monaco, Brundle is using the 012/2 in Montreal, which was the spare car. The 012/1, which had been dropped when the 012/4 came out, is back as a spare.

All three cars are using large, radially ventilated discs, as at Monaco, and their front wings have very large sideplates.
Friday morning, both Brundle and Bellof went out with three-finned rear wings but no sideplates and were quick to abandon that set-up in favour of a larger wing producing more downforce. It had three fins in its central portion and two on the sideplates.
Bellof stopped with a broken transmission and carried on with the spare car. The spare not performing well, he decided to wait for his 012/4 to be fixed before going back out in the afternoon. Once that had been done, there were fifteen minutes left and he was only able to get in one quick lap on each set of qualifiers.
On Saturday morning, Brundle was trying the smalier wing again but at the end of the session he reverted to the bigger one with sideplates which he kept in the afternoon.
Engine: Normally-aspirated 3000cc V8 Cosworth DFY.
Tyres: Goodyear.

WILLIAMS-HONDA

5. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS HONDA FW09/03: **Jacques Laffite (F)**
17th in qualifying, DNF in race
6. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS HONDA FW09/05: **Keke Rosberg (SF)**
15th in qualifying, DNF in race
T. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS HONDA FW09/06

With each passing race the Williams seem to qualify further and further back on the grid. In a desperate attempt to make his team competitive again, Patrick Head created a new version of the FW09 which started with a new chassis sporting the number 06.
Tested at Brands Hatch on the 6th and 7th of this month, the car is new in its rear bodywork à la McLaren, which is to say in the Coca-Cola bottle shape. On the mechanical side, modifications have necessitated changing the location of the turbos, redesigning the exhaust system and transferring the oil intercooler from the right sidepod to the left one. Unlike the McLaren MP4/2 on which it is based, this "B" FW09 leaves much to be desired in its finishing touches.
Lacking holes in the tub, the front suspension naturally enough uses upper wishbones set high up, a layout which has in fact been adopted by all three cars here in Montreal. As at Monaco, the rear suspension uses upper rockers, from the end of the 1983 season, and not the upper wishbones and pull-rods seen early in the 1984 season.
The wings on all three Williams have three fins in their central portion and three on the sideplates.
Friday morning, Rosberg went out with his habitual FW09 and broke a gearbox. He then took out the FW09 "B" but was quickly stopped by ignition problems and managed a total of only four laps.
In thhe afternoon, he qualified with the FW09/05 which has a new Gleason differential. The team backtracked overnight from Friday to Saturday: the FW09 "B"/06 becoming a normal FW09/06, exactly similar to the other two cars.
Having gone back and forth between the FW09/06 and the FW09/05 on Saturday morning, Rosberg finally stuck with the 06 for the afternoon session, without much success. However he decided to keep it for the race.
Engine: 1500cc V6 RA163-E Honda with twin lhi turbo.
Tyres Goodyear.

DOWN ON THE FARM

Pescarolo hasn't forgotten his days in Formula One with the Politoys. (Photo DPPI)

WHEN HE'S BETWEEN TWO RACES, HENRI PESCAROLO ALWAYS HEADS FOR THE SAME PLACE. IT'S HIS FARM, SOME HUNDRED KILOMETRES TO THE EAST OF PARIS. NO GRASS GROWS BENEATH HIS FEET THERE: HE'S ACTIVELY ENGAGED IN WORKING THE LAND. THE SOIL IS RICH AND FULL OF PROMISE, AND SO IS HENRI. HE PROVED AT SILVERSTONE THAT HE'D LOST NONE OF THE TALENTS WHICH MADE HIM A THREE-TIME WINNER AT LE MANS. BRUTALLY HONEST, CHARMING IN SPITE OF HIMSELF, HE'LL BE PUTTING HIS TALENTS TO WORK AGAIN AS HE SETS OUT TO MAKE A NEW PLACE FOR HIMSELF IN THE WORLD OF ENDURANCE. WHICH IS AS MUCH HIS WORLD AS THE FARM.

by Xavier Chimits

The man's house is not unlike the man himself: big, rangy, quiet, hard to find out in the middle of the country. It's the sort of place you'd want to spend long evenings with friends. Talk there is of motor racing, but also of hunting, aviation, good food and farming. Henri Pescarolo has combined being a driver and a farmer, partly by vocation, partly by need:

"For me, racing is a passion which I have to satisfy. If it becomes just a way to make money it's no longer the same. At one point I had nothing going for me in F1, Endurance was taking a nose-dive, I had to find something to do or I was going to end up out on the street. Driving the occasional race to pay off a bill has never been my thing. I've always been close to nature, I like to walk with my dog and my shotgun, or clear paths through the brush with my tractor. It was purely by accident that, while racing at Le Mans, I met a man in agriculture. He's the one who got me started, actually. I rented 210 acres of land, I have equipment and I grow wheat and corn. Physically speaking it's a great way to stay in shape, and psychologically it's restful and leaves your head free. And if you're well organized, you have enough time to do what you want to do."

Racing, for instance. Not very long ago, during a ULM race, an announcer introduced him as "Former driver Pescarolo". He didn't appreciate that, while recognizing the fact that he hasn't been seen much around the tracks these past few years. Principally because his lot in life was inextricably linked with that of Jean Rondeau,

→

A suitably challenging passtime for a three-time winner at Le Mans: up, up and away with the ULM. (photo B. Asset)

whose ambitious plans were to go out the window when money failed to materialize. So this year, the tall "Pesca" got out his walking stick and went knocking on a few doors: *"I had to bring a sponsor, Pierlant, with me to get into Joest. It wasn't easy, they were a little wary of me. Which I can understand. Last year, I raced with Thierry Boutsen at Fuji in a 956. Fuji is a very demanding circuit, with that long turn which never seems to stop, taken in fifth gear. In the second relay, I couldn't hold my head steady, my rhythm went down and I lost about a second a lap. Joest and the others had seen that I was turning about the same times as Boutsen in the first relay. But what they remembered was my physical weakness. Joest didn't want me to race at all until Le Mans, I had to insist to get to Monza and Silverstone."*

Monza was hardly worth the trip. The 956's never stopped blowing engines. Joest's Porsche lasted 7 laps in the race. At Silverstone, however, things started to click: *"During untimed practice I was only six-tenths off Ludwig's best time. Same thing during the race, and during an entire relay Ludwig hardly took anything on me at all. Joest analysed those times very carefully and he was happy. For that matter, so was I. A driver is a fragile person who has to constantly re-assess himself. As a result of being surrounded by people who have some doubts about your abilities, you end up being contaminated yourself. Deep down inside I thought that with a bit of training everything would come right. But I wasn't absolutely certain."*

The nagging doubts have since disappeared. At Le Mans, Joest will have five drivers for two cars. Pescarolo preferred to continue his association with Ludwig, which turned out to be good for a second place finish at Silverstone. Joest had no objections. His confidence was obviously restored.

Le Mans, someone's said the magic word. He's never been attracted by this race, which he finds too long for his particular brand of driving. But yet he feels attached to the 24 Hours, and in a way, how could he not be? Le Mans and Henri Pescarolo is a story that goes back a long way. It is marked by a specific exploit in 1968 followed by a serious accident the following year, and his face still bears the scars of the fire that ensued. Then came three consecutive victories in 1972, 1973 and 1974, as if the circuit had somehow decided it should pay him back for all of the suffering he had endured.

Jacky Ickx is largely responsible for having devalued the prestige of a triple win at Le Mans. What sticks in the memories of people who were around at the time is the night of the 1968 edition of the 24 Hours. Pescarolo was practically an anonymous entry, no one had ever heard of him. He came out of it a star. For having driven for three hours in the torrential rains with no wind-screen wipers on his Matra. His co-driver, Servoz-Gavin, had given up the fight: *"It's paradoxical but the greatest fear a driver has is not of danger, but of how his team will react in the event of an accident. My mind was absolutely clear as I drove that night. I was convinced I was going to have a shunt. Each time I'd come past the pits I was saying to myself 'right, this is the lap when you're going to lose it'. But I knew that nobody would say anything to me about it, that they would congratulate me for having tried. I had the greatest pleasure driving that night."* Contrary to his own dire predictions, he stayed on the track. At daybreak he was forced to retire; the Matra was by then up in second place.

A DRIVER IS A FRAGILE PERSON WHO MUST CONSTANTLY RE-ASSESS HIMSELF.

Le Mans also brings to mind something said by Gérard Larrousse who was his companion - for better or for worse - in 1973 and 1974: *"Henri and I have a secret for winning at Le Mans. We'll never reveal it, not until we've retired from racing!"* Henri explains: *"It was a joke. Gérard was referring to the way we got along, understood each other, we were accomplices, if you like. That's the secret of winning in Endurance. Sometimes, something happens between two men. It happened to me with Gérard, with De Adamich and with Wollek as well. We shared comprehension, we spoke the same language. Endurance is a sort of school of sacrifice. You have to forget about your own image and think about the team's image. I've seen drivers lose races because they stopped in the pits to make some minor adjustment to the car, or a change of tyres, simply because they didn't want to go less fast than their co-driver. They would lose the race but people would say 'what a shame, if so-and-so hadn't had those problems with his car he would have won, just look, he's got the fastest lap record'. Whereas you might win but you'd pass for a real idiot.*

In 1973, Cévert and Beltoise didn't win a single race with their Matra. While Gérard and I won five. There was such a sporting rivalry between the two of them that the obsession each had to be faster than the other got in their way, their errors multiplied. If Gérard had a particular fast time in qualifying, I didn't get back in the car. We'd park it in a corner of the garage so as not to wear it down before the race. The others would all be out there, going around and around..."

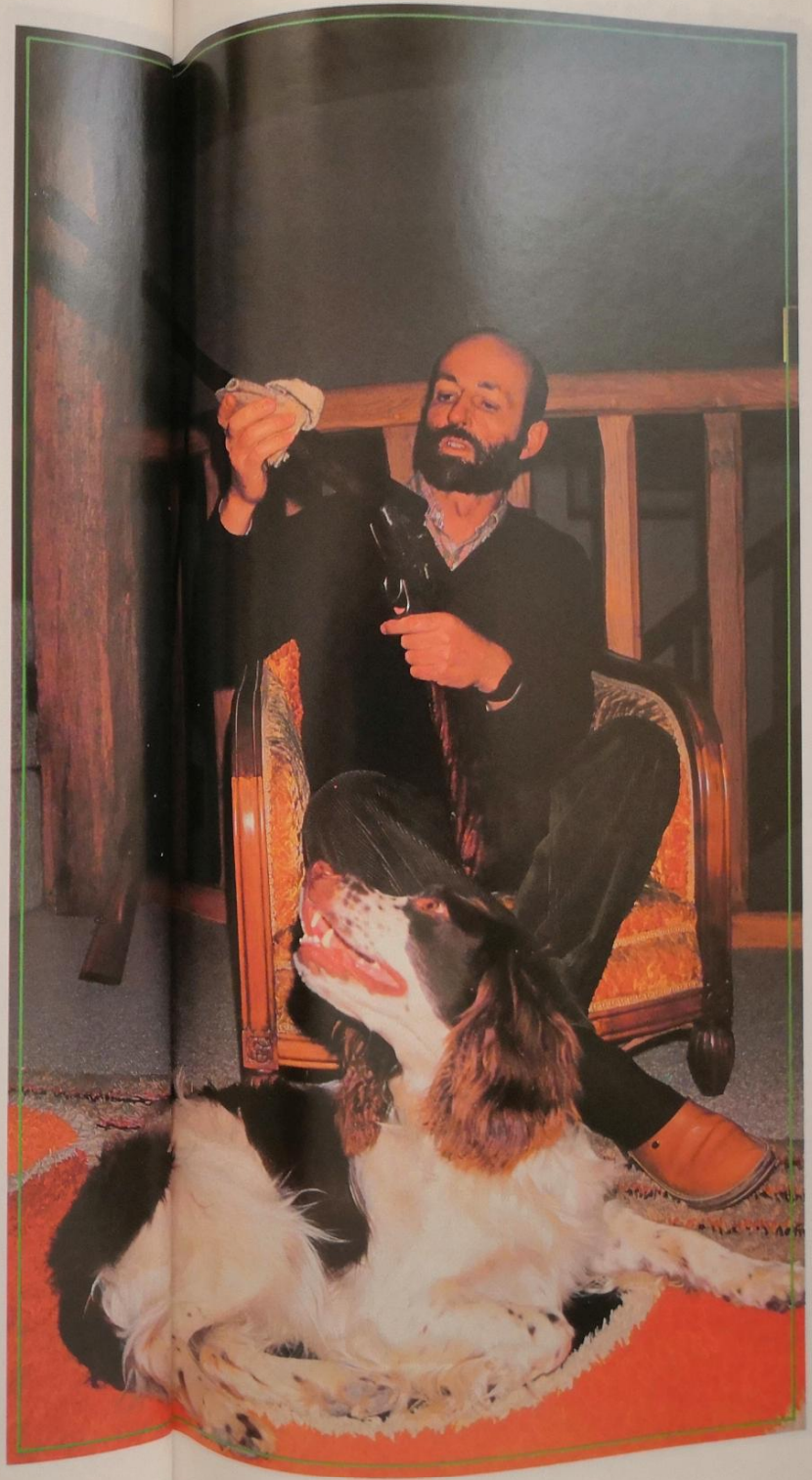
Selfishness, coupled with a frantic desire to be the best, always and everywhere, those are in spite of everything the earmarks of a driver. Especially if he has ambitions in the area of F1. *"As far as I'm concerned, whoever is the best Endurance driver is also the world F1 champion. There are different ways of thinking when you're driving F1s or prototypes, that's all. In F1 you have to prove that you're faster than all the others, and first of all faster than your team-mate. But the goal is the same: win the race. In Endurance, that might mean swallowing your pride and staying on this side of your team-mate's times. There I'm talking to you about a team in the context of a complete season. Which explains why you often see problems arising when a team gets a prestigious driver in just for one race. He's going to want to be faster than his team-mates, for the sake of his notoriety. Not to mention those who demolish a car's tyres and brakes before passing it over to their little buddies, that happens too..."*

He's long since lost count of the victories he has racked up in Endurance. No doubt because the past isn't very important to him. On the other hand, he knows that the career he had in F1 was a far cry from the ambitions he had: *"Something escaped me in F1. I'm forty-two years old now and I'm lucid enough to know what I'm capable of doing and what I want to do. I'd be an absolute idiot if I said to myself: 'I have to drive in F1 again'. I missed the right boat. I needed someone to give me advice at Matra in 1970, a Ken Tyrrell. There wasn't anyone and at the end of the year they hired Amon to replace me and Beltoise became their number two driver. There was no room left for me.*

And yet I'd finished third at Monaco and in the points for several races. Not so bad for a beginner. I was there to learn but having no experience and no good engineer to work with I got the reputation of being a driver who was incapable of setting up a car. I realized that fully two years later when Ron Tauranac contacted me for a Brabham drive. He made me pass an aptitude test. With questions like 'your car is understeering, where do you want more downforce, at the front or at the rear?' That's when I understood just what my image was in F1. I ended up refusing his offer and staying a second year with Frank Williams. The second turning point of my career as an F1 driver. Frank had convinced me that he would have money, a good designer, etc. It turned out to be a catastrophic season. A regular funeral. The car was all twisted up, it was breaking from everywhere. As I was going well in Endurance, people came to the conclusion that I was a bad F1 driver and a good Endurance driver. As if there was any difference... After that came the agony of the BRM team and a difficult year with a private Surtees. I was meant to go to Surtees the following season but Jarier nicked my sponsor by promising him he'd have the Ligier drive, the best F1 car in the world etc. As it turned out Guy Ligier took the sponsor but not Jarier.

When you get off to a bad start in F1 it isn't easy to set things straight. At Matra, the best technical people were in Endurance, working for Ducarouge. Beltoise survived because he had more experience than I did. And more authority as well. If he said at 11 o'clock at night, I want a car painted red and green with a question mark on the nose that's what he would have the next morning. I was starting out, and a driver, especially a young driver, is nothing without the support of a competent technical team. If I have any regrets at all they would be about that year. It set the tone for all the rest."

Pescarolo speaks in even tones. Never one word louder than the other. There are two men in him. There is the quiet individual, solitary, serene, secretive, who loves the outdoors and hunting and has two of nouvelle cuisine's newest stars, Senderens and Loiseau, as regular guests at his table. Then there is the man who drives cars that go fast,



Home sweet home. Pescarolo style. Modern, yes, but very rooted in the past. (photo DPPI)

competes in ULM races, is an airplane stunt pilot and appears to be attracted by risk like a moth drawn to a flame. As if life could only be made bearable by liberally spicing it with danger. The theory, the idea of it makes him laugh. Quite frankly. *"My father is a doctor. His speciality is psychiatry. He spends his time trying to convince me that I want to commit suicide. I prefer air-born acrobatics to bridge. Why? Don't ask me. I suppose that unconsciously danger, that element, must come into it. I've always taken greater pleasure at Spa, for instance, at 320 kph in a wide curve than at 80 kph in a hairpin. I can't deny that. I was a rather withdrawn child, a little bit sad. I didn't have many friends, wasn't very sure of myself. Motor racing offered a way to compensate for all that. I was an absolute madman when I started, I couldn't bear to have anyone next to me."*

He came to motor racing by accident, to escape from a future as a doctor which seemed nothing if not bleak to him: *"Actually I wanted to be a fighter pilot. But then my mother, who I adored, became seriously ill during my last year of school. Cancer. I watched her waste away. The family was breaking up. I didn't know what to do. I had planned to redo the baccalaureat year at school and shore up in the sciences, in order to get on a mathematical course. Against all odds I got the baccalaureat at the first go. So I started medical school, probably because I was surrounded by a lot of doctors. I was bored stiff there. What bored me the most was having to see sick people. So I wasn't exactly off to a good start... as far as being a doctor was concerned. To be a doctor you have to like people. Myself, I've never liked others, it's my worst fault."*

Pescarolo the misanthrope? *"No, it's not a systematic refusal to meet people. I have lots of friends. But I'm naturally suspicious. I never have any unpleasant surprises with people because I always expect the worst from them. So I try to protect myself. As soon as the first barrier has been lifted, though, everything is all right. I know that I come into contact with a lot of people who, when they see me, are only seeing the barriers. It's too bad, but that's the way it is."*

He announces this surprising bit of news with terrifying honesty. The same honesty which sometimes plays tricks on him, with those who try to judge him on the basis of one phrase, without looking any further. He's never refused an autograph in his life. An example of a typical misunderstanding, his reputation of being a woman-hater *"It was at Le Mans one year. There were a couple of transvestites in the race. The journalists were all over them, saying this is it, women are now going as fast as men. I simply set things straight. By saying that no woman had ever equalled a man's times, at top levels of competition, on the circuit. Maybe that will change; at the time I was only stating a fact. But that's were my reputation as a misogynist comes from."*

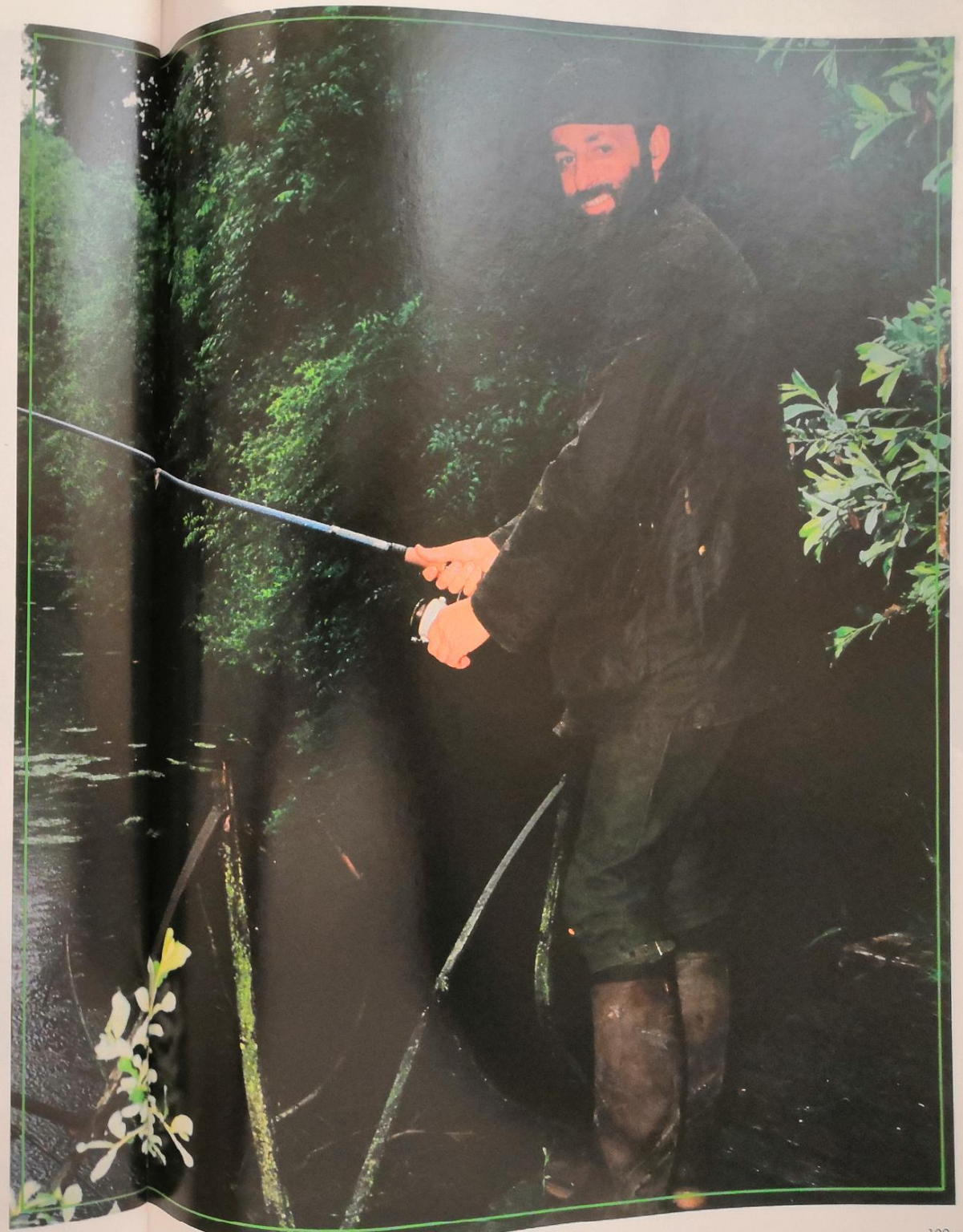
His passion for motor racing really made itself felt during his second year of medical studies, when he was wondering how to get out of the trap he was in, how to rid himself of the boredom which had come to dominate his existence: *"One morning as I was going off to university, I heard something on the radio about the 'Ford Jeunesse' programme. It was free and you could try a race car."*

It all started there, at first a wavering passion, unexpected from a bearded student for whom the only driver in the world was Fangio. In the last few years, finding himself with time on his hands, or less drives if you like, he went back to flying, an old love, and tried his hand at ULMs: he holds the Paris to London speed record in a ULM, the record for the Trans-Atlantic crossing and victory in the Paris-Libreville Trans-African race. *"Flying will never replace driving for me. In one life, it's difficult to be able to entertain two passions. Especially when one is as consuming as motor racing is. At one time I was incapable of seeing anything else in life, of thinking about anything besides competition, marriage for instance. Motor racing always has been and always will be the centre of my life, that which gets absolute priority. But with age I've discovered other interests, even if I know that nothing will ever be as strong for me as motor racing."*

There is one subject which you can't steer clear of with Pescarolo. Politics. Several months ago, a French magazine had interviewed a number of well known show business, sporting and media personalities, the question being: what are you afraid of? Henri's answer was neither spiders nor snakes, but socialism. He suddenly found himself with 25 million new friends. *"I was being deliberately provocative. Everybody was saying what a miracle had occured after the May elections. So I said what I thought. Which is that socialism is a dangerous doctrine because it's based on two fundamental misconceptions. One is that all people are equal, which is genetically false. Which doesn't mean that people shouldn't have equal chances of succeeding from the start, but for that we didn't have to wait for socialists. Secondly, they think people are idealists. Wrong again. People are basically selfish and they work to make money, not for any other reason."*

Along the same lines, or almost, came the following phrase, short and sweet and to the point, which was published in a French motor-racing magazine: *"The French are lazy."* *"I stick by that statement. I had just come back from a trip to Japan where I had visited companies. Compared to the Japanese, the French are lazy. But I consider myself one of them, and I never said I thought the Japanese were right. It's a choice of lifestyle, that's all, and I'm not criticizing it. If I had worked harder maybe I'd have a yacht or a house in the south of France. I'm not complaining, my lifestyle suits me fine."*

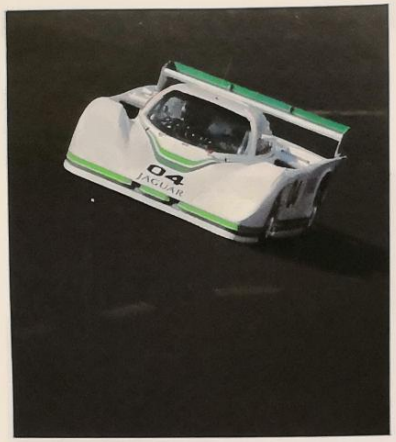
Finally, we talked about his hopes for the future, at the pleasure he must be feeling to be driving for a number one team at Le Mans. He talked about the pitfalls at daybreak, of the many things about this incredible race which only experience can teach you. What I understood was that there are two sorts of drivers at Le Mans: those who know, after the rain, how to spot the places which take longer to dry, how to avoid seemingly innocent puddles. And there are those who don't. That, in fact, was the famous secret Gérard Larrousse was talking about. □



When he's not hunting, he's fishing. If his fishing skills are up to his driving skills, look out little fishes! (photo DPPI)

NORTH AND SOUTH

Charlotte is a cotton and tobacco growing town in the southern state of North Carolina. Lime Rock is in the small territory of Connecticut on the northeast coast between New York and Boston. Weather conditions for IMSA went from one extreme to another in the space of a week, varying from blazing sun beating down on the huge stands filled to capacity at Charlotte (right) to torrential rains at Lime Rock (see bottom photo of double page spread on the following pages showing Walt Bohren's Chevrolet Corvette). Bill Whittington (left) and Randy Lanier (right, with his back turned), climbed up to the top of the Charlotte rostrum steps after driving their Blue Thunder March 84-C to victory again. The Jaguar XJR-5's came in second and third behind. The latter was the No 4 with Brian



CHARLOTTE 500 KMS

Sixth race in the Camel GT (GTP, GTX, GTO, GTU) International Motor Sports Association (IMSA) Championship.
Official designation: Charlotte Camel GT 500
Date: May 20, 1984.
Distance: 138×2.25 mile (3.261 km) laps for a 310.500 mile (499,701 km) race.

STARTING GRID

56. March 84G-Chevrolet	14. Porsche 962
B. Whittington-Lanier	Holbert-Bell
1'06"525	1'06"920
57. March 84G-Chevrolet(*)	7. Ford Mustang GTP
B. Whittington-Lanier	Haywood-Wollek
1'07"053	1'07"205
00. March 83G-Porsche	44. Jaguar XJR-5
Van der Merwe-Martin	Tullius-Bundy
1'07"385	1'08"383
15. Lola T600-Chevrolet	61. Argo JM16-Cosworth
Kalagian-Lloyd	Courtney-O'Neill
1'08"713	1'08"786
04. Jaguar XJR-5	07. Argo JM16-Cosworth
Redman-Bedard	St James-Trueman
1'08"873	1'09"005
5. Porsche 962	30. Momo AR3-Cosworth
Akin-O'Steen	Moretti-Ballabio
1'09"396	1'09"850
25. March 84G-Chevrolet	45. March 84G-Chevrolet
Cowart-Miller	Morton-Adamowicz
1'09"871	1'10"576
2. March 84G-Chevrolet	9. March 83G-Chevrolet
Art Leon-Al Leon	Baker-Newsum
1'11"130	1'11"899
16. March 84G-Chevrolet	4. Chevrolet Camaro •
Hinze-D. Whittington	Hagan-Felton
1'12"166	1'12"924
71. Argo JM16-Buick	63. Argo JM16-Mazda
Morgan-Miller-Ganz	Downing-Maffucci
1'13"289	1'13"331

(65 cars in practice)
•-GTO
(*): withdrawal, the Blue Thunder chose to use car n° 56

RESULTS

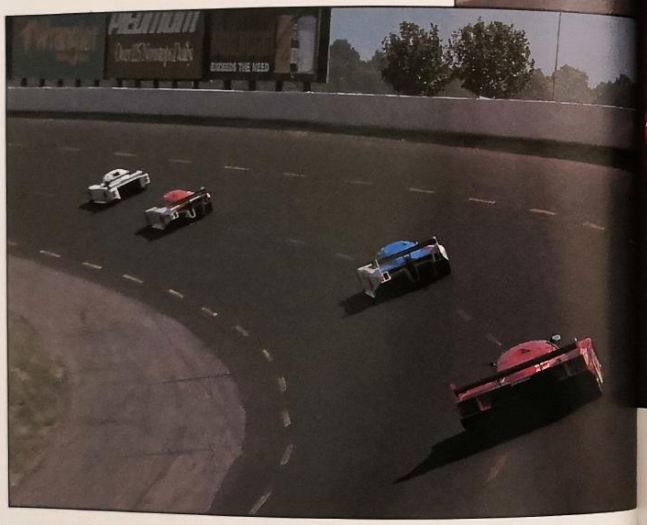
1. March 84G-Chevrolet/B. Whittington-Lanier, 138 laps or 499.701 km (310.500 miles) in 2 h 59'35"930, average: 166.936 kph (103.731)

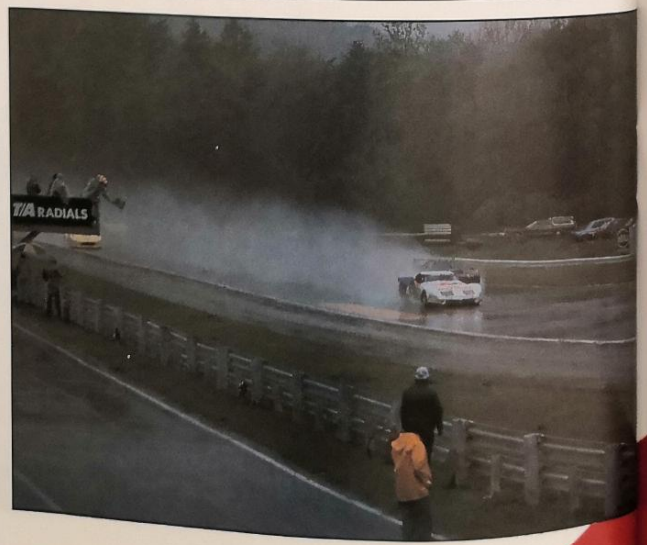
2. Jaguar XJR-5	Tullius-Bundy	135 laps
3. Jaguar XJR-5	Redman-Bedard	134 laps
4. March 84G-Chevrolet	Morton-Adamowicz	132 laps
5. Chevrolet Camaro	Hagan-Felton	129 laps
6. Chevrolet Corvette	Bohren-Dingman	128 laps
7. Porsche 934	Vincentz-White	127 laps
8. Argo JM16-Mazda	Downing-Maffucci	127 laps
9. March 84G-Chevrolet	Art Leon-Al Leon	127 laps
10. Argo JM16-Buick	Morgan-Miller-Ganz	125 laps

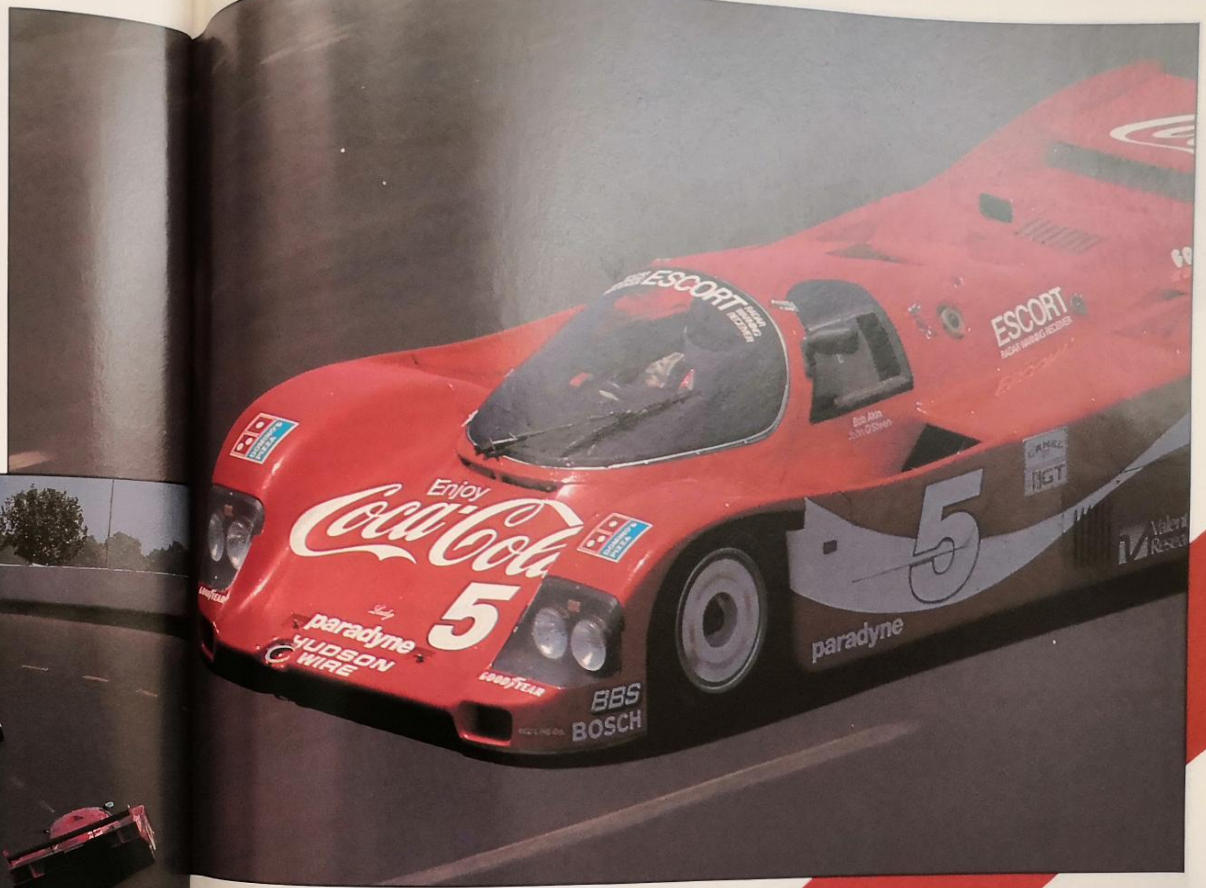
(50 cars in race)

Pole position: Bill Whittington/March 84G-Chevrolet, 1'06"525, average 195.952 kph (121.759 mph)
Best lap time GTO: Gene Felton/Chevrolet Camaro, 1'12"924, average 178.757 kph (111.075 mph)
Best lap time GTU: Elliot Forbes-Robinson/Porsche 924 GTR, 1'15"837, 171.890 kph (106.808 mph)
Best lap in race: Bob Wollek (Ford Mustang GTP, 1'08"170, on the 13th lap average 191.223 kph (118.821 mph)
Best lap time GTO: Gene Felton/Chevrolet Camaro, 1'14"340 on the 55th lap, average 175.352 kph (108.959 mph)
Best lap in GTU: Jack Baldwin/Mazda RX7, 1'18"160 on the 53rd lap average 166.782 kph (103.634 mph)
Winner GTP/GTX: B. Whittington-Lanier/March 84G-Chevrolet
Winner GTO: Hagan-Felton/Chevrolet Camaro
Winner GTU: Cord-Adams/Toyota Celica

Redman and Pat Bedard - he of the miraculous escape at Indianapolis — at the wheel. New cars to be raced on this spectacular banking oval — very similar to the Daytona circuit, were the No 5 Coca Cola Porsche 962 and the No 71 Argo JM 16 - its normally aspirated V6 Buick engine can be seen above and to the left of the car. The first of the two cars belongs to the man with the nervous twitch 'à la de Cesaris', long legged veteran, Bob Akin (seen chatting). The second belongs to a triumvirate, one of

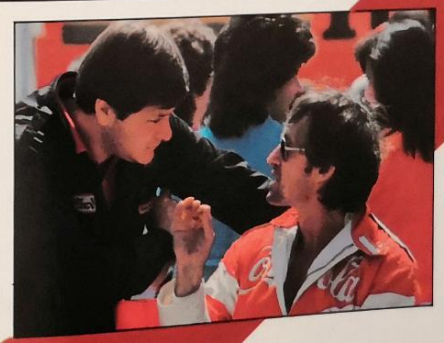






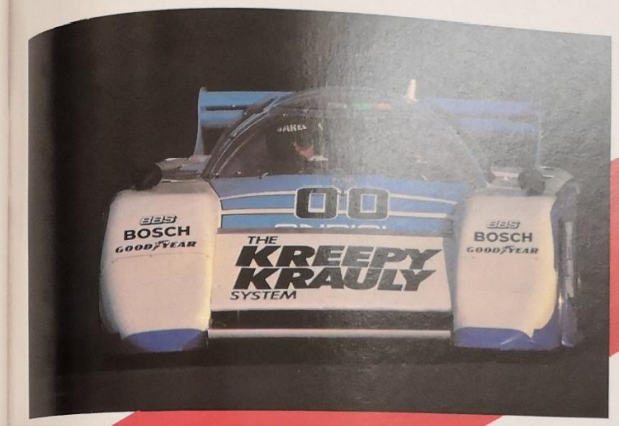
whom is Whitney Ganz, a former Formula Atlantic racer. The second of the private German cars competing in IMSA is Bob Akin Motor Racing's Porsche 962, alongside Bruce Leven's (the man with the glasses), driven here by Al Holbert and Derek Bell, sporting No 14.

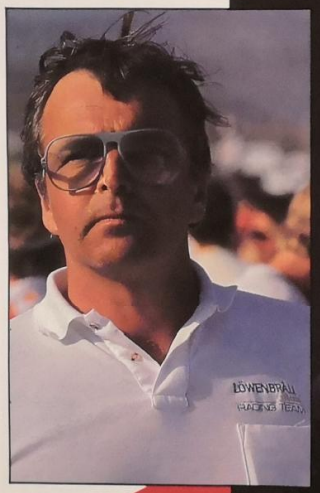
Victory at Lime Rock went to the South African van der Merwe



in the No 00 Kreepy Krauly 83G-Porsche, seen here under fine skies during the qualifying session. This result came at an opportune time for the team following the fire which completely wrecked their new 84G-Porsche during the Road Atlanta practice session.

Last but not least in our photographic gallery is Lun St. James-Jim Trueman's No 07 Argo JM16-Cosworth' seen here fighting it out on the Charlotte banking with Giampiero Moretti-Fulvio Ballabio, the Italian representative of the Mickey Mouse Club, a 512 Ferrari come to swell the numbers of the GTP/GTX fields





ONE HOUR OF LIME ROCK

Seventh race in the Camel GT (GTP, GTX, GTO, GTU) International Motor Sports Association (IMSA)
Official designation: Lime Rock Coca-Cola 500.
Date: May 28, 1984.
Length of race: 1 hour for the GTP/GTX, 45 minutes for the GTO, 45 minutes for the GTU, on a 1,53 mile (2.462 km) circuit.

STRATING GRID (GTP/GTX)

56. March 84G-Chevrolet
Lanier
0'48"328
39. Phoenix JG1-Chevrolet
Gunn
0'49"911
30. Momo AR3-Cosworth
Moretti
0'50"405
71. Argo JM16-Buick
Ganz
0'50"891
05. Porsche 935/84
O'Steen
O'53"074
70. Mazda GTP
Honegger
0'57"871
14. Porsche 962
Holbert
no time

57. March 84G-Chevrolet
B. Whittington
0'47"602
00. March 83G-Porsche
Van der Merwe
0'48"848
25. March 84G-Chevrolet
Miller
0'50"130
61. Argo JM16-Cosworth
O'Neill-Courtney
0'50"819
5. Porsche 962
Akin
0'52"006
74. Chevron-Buick
Del Taylor
0'57"318
21. Ferrari 512
Gelles-Cohen
0'58"593

(14 cars in practice)

RESULTS (GTP/GTX)

1. March 84G-Porsche/Van der Merwe, 56 laps, or 137,888 km (85,680 miles) in 1 h 01'01"103, average: 135,587 kph (84,250 mph)
2. March 84G-Chevrolet — Lanier — 1:03.865
3. Porsche 962 — Holbert — 55 laps
4. Momo AR3-Cosworth — Moretti — 55 laps
5. Argo JM16-Buick — Ganz — 55 laps
6. March 84G-Chevrolet — Miller — 54 laps
7. Porsche 935 — O'Steen — 54 laps
8. March 84G-Chevrolet — B. Whittington — 52 laps
9. Mazda GTP — Honegger — 51 laps
10. Argo JM16-Cosworth — O'Neill — 51 laps

(14 cars in race)

Pole position: Bill Whittington/March 84G-Chevrolet, 0'47"602, average 186.215 kph (115.709 mph)
Pole position GTO: Bohren/Chevrolet Corvette, 0'54"046, average 164.013 kph (101.913 mph)
Winner GTO: Mandeville/Mazda RX7, 36 laps, or 88.642 km (55.080 miles) in 0 h 45'38"795, average 116.516 kph (72.400 mph)
Best lap GTO: Bohren/Chevrolet Corvette, 1'09"630, average 127.305 kph (79.104 mph)
Pole position GTU: Baldwin/Mazda RX7, 0'55"415, average 159.960 kph (99.395 mph)
Winner GTU: Baldwin/Mazda RX7, 39 laps, or 96.029 km (69.76 miles in 0 h 45'50"761, average 125.676 kph (78.092 mph)
Best lap time GTU: Baldwin/Mazda RX7, 1'07"390, average 131.536 kph (81.733 mph)

present at Lime Rock (No 21) – and finally a picture of fair haired Alwin Springer, at the bottom of the last page. The German living in California, as our faithful readers already know, is the man in charge at Andial. This company has the heavy responsibility of preparing the Porsche 962's and Kreepy Krauly's March 83G-Porsche.

Photos : Robert Harmeyer Jr / DPPI (Charlotte), Stéphane Foulon / DPPI (Lime Rock).

SCANDAL

The French press really demonstrated its chauvinism at the Monaco Grand Prix by refusing to create a scandal when Jacky Ickx stopped the race at the very moment when Senna was going to overtake Alain Prost. What make is Prost's engine? And who does Jacky Ickx drive for in Endurance? I don't think I need to make you a diagram. But not a word of this in the papers. I have nothing against Prost, but in this case I don't think he deserved to win. Senna should have had the victory and he's found no one with the courage to write as much.

Raphael Bodin, 75016 Paris.

Suppose that Jacky Ickx had waited another lap before dropping the chequered flag. Senna would certainly have overtaken Prost and dozens of people would have written us to say: well played, Ickx, he's sponsored by Rothmans in Endurance and he lets a race continue which should have been stopped long before, just long enough to pre-empt a victory by Prost, who is sponsored by Marlboro. As you can see, it's not as simple as all that. Quite honestly, and until we have proof or some suggestion of proof to the contrary, it seems to us that the issues at the Monaco Grand Prix were clouded by a series of unfortunate circumstances. Like the gestures Prost was making to the race organizers, one lap before it was stopped. Should one deduce from that there was a conspiracy afoot destined to ensure he would be the victor? Having thought about it, we don't think so. For the simple reason that Jacky Ickx has a reputation in motor racing which wouldn't permit the slightest smear. Many people were hoping for a Senna victory at Monaco, which would have been fair reward for the extraordinary performance by the young Brazilian driver that day. But beware of being carrid away by the heat of moment. Enthusiasm, as well as chauvinism, is not always the most sensible of counsellors.
Happy reading, GPI.

NON-SPORTING

I'd like to come back to something which happened at the French Grand Prix. De Cesaris was fairly disqualified, as having an empty fire extinguisher is a serious thing. Guy Ligier managed to have De Cesaris at the start anyway, instead of François Hesnault. I find that a very non-sporting decision. François Hesnault is French and the French Grand Prix must have been the most important race of the year for him. What's more, his 14th place in qualifying was totally commendable for a driver in his first season of F1. Finally, I was shocked by the way in which Guy Ligier tried to make people think that François Hesnault has spontaneously offered his spot to De Cesaris.

Frank Ariston, 64110 Gelos, France.

The French Grand Prix was, without a doubt, important for François Hesnault, but it was even more important for Guy Ligier, whose sponsors are all French. So, you have to understand Guy, even if what resulted from his maneuvering was not exactly what he had hoped for. The last day of qualifying at Dijon, all evidence seemed to be pointing towards a wet race. And De Cesaris has the reputation of being one of the fastest F1 drivers in the wet, something which François Hesnault cannot claim, having had too little experience in Grand Prix driving. But don't think that Hesnault lost everything when he gave his place up to De Cesaris. His gesture was duly noted, as was his 3rd fastest time in Saturday qualifying, just ahead of Andrea De Cesaris...
On the other hand, we agree with you 100 % on the way in which Guy Ligier presented things. People should not be taken for imbeciles. François Hesnault, in his position as number two driver, had no choice. If Guy Ligier had spoken with more truth, explaining clearly the reasons for his decision, he would not have been a lesser person for it.
Happy reading, GPI.

24 HEURES DU MANS 1983

Editions ACLA/Automobile Club de l'Ouest
7, rue de Lille
75007 Paris
PRICE: 210 FRANCS

The publisher of this series has changed, ACLA taking over from Publi-Inter while maintaining the association with the Automobile Club de l'Ouest. The authors remain the same as in previous years, that is to say Christian Moity and Jean-Marc Teissedre, both of whom have well-deserved reputations as specialists on the subject of Le Mans. The 1983 edition appears just as the 1984 race is about to be run, and is a volume which aficionados will no doubt have been waiting for. A new design team has changed little in the book; more might have been expected of them. Noticeable changes are larger photographs and more order in the layout. Rather than try to get everything in, this book has tried to focus on essentials. The texts are very short, something which does no harm when one considers the possibility of unfavorable comparisons with the work of Bernard Clavel. In short, an honest piece of work although one which seems to have been rushed to press, strange when you consider the time it took to appear. After the previous editions (1949-1973 1978, 1979, 1980, 1981, 1923-1982 and 1982) the Le Mans 1983 is a necessary addition to any comprehensive library on the subject.
Three ✍, for the complete collection.

AUTOVIDEO N° 2

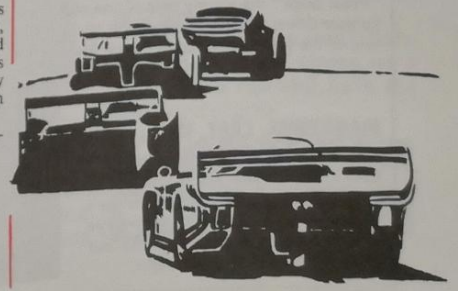
Jeff Lehalle
Production Videopress International
7, rue de Lille
75007 Paris
PRICE: 250 FRANCS

The second in a series of hour-long videotapes whose first production had left us somewhat disenchanted. This one features three Formula One Grands Prix (Brazil, South Africa and Belgium) which are given standard treatment through the eyes of Tambay's Renault; two international rallies (Portugal and Safari) which make for better watching thanks to a snappy job of editing as well as some spectacular shots from an on-board camera which was mounted for the occasion on Ragnotti's Renault 5 Turbo in Portugal. The other topics are far less interesting: the Criterium Alpin, the Cote d'Ampus race and a production event at Nogaro. The pace of the effort as a whole has benefitted from the aforementioned improved editing (the non-stop commentary, for instance, has disappeared) but there's still work to be done before Autovideo really hits home. A reminder that this is a new product and one still seeking definition.
Two ✍, let's see what no. 3 brings.

RALLY MAGIC

Antonio Biasioli
Editions Artetriveneta
Via S. Biagio, 21
Padova, Italy
PRICE: 14,000 LIRE

Yet another rally book... this one coming to us from Italy and being slightly more affordable than the typically luxurious volumes often produced. Biasioli knows what he's talking about, having been on the scene at international rallies for many years. Rally Magic makes good use of illustrations in going over the 1983 season and provides the usual statistics one has come to expect from books of this kind. Published only in Italian, it also goes over the Italian national championship, gives the world's best rallymen a nod and a look at, and has some fine photographs gracing its pages. 155 pages long, something for the rally fanatic's archives.
Two ✍, not bad and useful.



DETROIT GRAND PRIX

A circuit full of sharp corners, and the Renaissance Center complex in which the Formula One family isolates itself. The home of the Ford Motor Company is not exactly the ideal holiday setting, but often the scene for some spectacular races. Remember the last victory of the legendary Cosworth last year.

FLASHBACK

Following the recent survey carried out in France, we learned that our readers are quite partial to articles with a historical angle. GPI will be covering in a future "Press Book" the stormy past of one of Formula One's present greatest teams. Former driver Innes Ireland will be mixing history and adventure as he tells the tale of the legendary Ecurie Ecosse for which he once drove.

MAGAZINES, CART, IMSA.

A touch of IMSA, a few pages of CART, just to give you a taste of the "après Indy". A Formula One driver's personal story, and an inquisitive eye into the world of rallying. Plus our usual review of technical data.

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Typesetting: Typelec, Boa
Colour separations: RPM, SA Incorpo,
Printer: Avenir Graphique, Torcy

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